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Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William S. Gilman, Editor.

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53-INCH SPECIAL CLUB, and 55-inch D. H. F. Premier. First, half bright, never used; other, full nickelled, new; balls all around, and ball pedals to both. Also, Thompson Cyclometer, 54-inch; L. & B. Suspension Saddle, both new; one pair Rat-Trap Pedals, second-hand; make your offers for last three. W. J. HOWARD, 53 Shelby street, Detroit.

FOR SALE.—52-inch Xtraordinary. In good order. Ridden about 300 miles. Cyclometer attached. Just the thing for a beginner or for rough riding. Price, \$90. W. L., Box 2,214, New York City.

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\$45 WILL BUY A 46-INCH MUSTANG. It has not been run 100 miles, and is in excellent condition. Also for sale. Vols 24, 25, 30, 31, 32, 33, 34, 35, 36, 37, 52, and 53 of the *Scientific American*. All just as good as new, none of them are soiled or torn. Box 102, South Newmarket, N. H.

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San Francisco to San Mateo.

THE season's initiatory run of the San Francisco Bicycle Club was held on Sunday, 16 April, 1882, at 9 A. M. The members and invited guests, numbering in all twenty-nine riders, assembled at the corner of Twenty-first and Mission streets, where Capt. Butler formed the line, and after going through preliminary movements the bugler gave the signal to "mount," and the wheelmen started on the way to San Mateo, which is twenty miles from this city. It was a fine sight to see the riders in single file, seated on their glistening steeds, gliding noiselessly by. The route selected was the old San Bruno road, running partly along the western shore of the bay, and winding in between the hills. At 10.30 we arrived at a familiar resort called the Sierra Point House, frequented mainly by those who cherish a peculiar tenderness for the "inner man;" here we dismounted and forthwith repaired to the dining-room for refreshments. After moistening our parched throats with the customary "bicyclist's delight" (milk or soda water), we were served with clam chowder,—a highly acceptable dish, judging by the rapidity with which it was put out of sight. The bugler then sounded "fall in," and we sped away to the country residence of D. O. Mills, where arriving we enjoyed the pleasure of a ride over the splendid drives of his beautiful place. Once more resumed our journey and in due time reached the pastoral home and suburban retreat of Mr. Webb Howard, at which place the wheelmen were, through the kindness of the aforesaid gentleman, allowed to hold their first inaugural "meet" of the season. The spot selected was as inviting as it was beautiful, on the banks of San Mateo Creek, and under a large shady oak. The culinary committee of the club, Messrs. DeClairmont, Waterhouse, Hobe, and Sanderson prepared themselves for active duty; the cloth was spread on the greensward, palatable condiments and luscious beverages graced the table, and the caterer of the club, Mr. Warschauer, under whose supervision the different things were so tastefully put up, finally announced everything in readiness and awaiting disposal, and it was surprising with what alacrity the wheelmen made for that "lunch"; it took but a few minutes and everything was over. Everybody was in high spirits, and all enjoyed the event hugely. After spending a few minutes in riding over the beautiful drives and admiring the grandeur of the scenery, the bugler once more sounded "fall in," and the bicyclists were homeward bound, thoroughly contented with their day's pleasure, which event will no doubt be remembered and appreciated by all the riders who helped to make this a grand and memorable occasion.

ONE OF THEM.

A dozen pages of *Lippincott's Magazine* for June, issued 20 May, will be occupied by Kol Kron's philosophical and discursive essay, "On the Wheel."



As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

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WILLIAM E. GILMAN EDITOR.
J. S. DEAN EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paraphrasing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 12 MAY, 1882.

THE L. A. W. MEETING.

OF the business to be considered at the annual meeting of the League, the election of officers for the ensuing year is not only the most important but the most interesting. Other matters can and undoubtedly will be placed in the hands of committees, or the board of officers. Every true member of the League desires to see it succeed, and placed in good hands, and will throw aside all sectional feeling and unite on candidates which seem best calculated to further the interests of wheelmen generally, and carry out the objects of the League as expressed in its constitution. We have repeatedly advocated the election of directors by the members in the respective States, and no doubt some plan will be adopted to secure this result; but it is uncertain if the proposed method can be carried out

at the coming meeting in Chicago. We desire, therefore, to urge strongly the necessity of the members from each State who attend the League meeting to be prepared to nominate for their State two gentlemen who have the qualifications necessary for the post of directors, and who will devote the necessary time to the advancement of the League, and promote a prompt dispatch of the business brought to their attention. States which will not be represented would do well to send their nominations to some one in whom they have confidence, and who will be present at the meeting, or to send the names of candidates for publication in this paper. The office of corresponding secretary should be filled by some one resident in a central city with good postal facilities, and we know of no place which is better fitted to be represented by this office than New York. However, domicile should not be made the true test, but simply an additional recommendation to a man who is otherwise qualified for the position. One whose mental cast and disposition would commend him to a particular office might not be suitable for any other. A man who would make a good president would not necessarily fill the position of secretary satisfactorily. Therefore we would suggest a wise discrimination, and the election to the various offices of members who are suited to them, and not merely because they are good fellows, and popular on a run or in a club.

This meeting of the League promises to be more representative in character than the one of last year; large numbers, comparatively, are to attend from the Eastern and Middle States. These should be armed with the necessary certificate to allow them to vote for the absent members of their clubs who are League members. If the clubs, East or West, desire to participate in the digital manipulation of the League pie, let them take care to send as many delegates and as many votes as they are entitled to; but if they neglect to do so, they must not complain afterwards if a sectional distribution of the honors should leave them out in the cold. But whatever is done or whatever is omitted, we cry now "All aboard for Chicago," and hope to meet and make many friends there.

Virtue, and

"WE reiterate, what we have often endeavored to impress upon our readers,

that this journal is published in the general interests of bicycling, and not in the special interests of manufacturers and dealers; and while we are properly grateful for the business patronage of the trade, and think this gratitude should be reciprocal, we at the same time wish it distinctly understood that we consider the general interests of bicycle riders and practical bicycling as of the first importance in the intention and object of the establishment of the BICYCLING WORLD." — [EDITORIAL, 5 MAY.

Its Immediate Reward.

MESSRS. E. C. HODGES & Co.:

Gentlemen, — You will please discontinue our advertisement in the BICYCLING WORLD. Please send statement of account.

Yours truly,
ALBERT A. POPE, *President*
The Pope Manuf. Co.

BOSTON, 5 May, 1882.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB, MAY: —

Saturday, 13. Headquarters 7.30 A. M. Cars for Providence 8 A. M. Run to Rocky Point and return. Guests of the Providence Club. Return at 7 or 10.30 P. M. by cars.

Sunday, 14. Providence 8.30 A. M. sharp. Ride to Boston via Canton. Arrive home 5.30 P. M.

Sunday, 21. Headquarters 10.30 A. M. Lexington via Watertown and Waltham. Dinner at the Massachusetts House 1 P. M. Return 2.30 ad lib.

Wednesday, 24. Headquarters 4.30 P. M. Club drill. Important that members going to Chicago should attend.

Saturday, 27. Cars for Chicago, Ill., to attend L. A. W. Meet.

Sunday, 28. Headquarters 10.30 A. M. Natick via Newton Centre, Granville and Wellesley. Dinner at hotel at 1 P. M. Return 2.30 ad lib.

Tuesday, 30. Rendezvous at Whitney's Hotel, Nahant, 12 M. Start for home 2 P. M.

Tuesday, 30. Rendezvous Grand Pacific Hotel, Chicago, Ill., 9 A. M. L. A. W. Meet. Full uniform. Members are earnestly requested to be on hand for prompt starts. Members will appear in uniform during the May events.

Roxbury Bi. Club, May: —

Sunday, 14. To Nahant via Chelsea Ferry.

Sunday, 21. To Natick via Brookline Reservoir and Wellesley.

Sunday, 28. To Black Rock House, Cohasset.

Notice to Clubs.

WE intend, shortly, to republish the BICYCLE CLUB DIRECTORY, revised, and request club secretaries to furnish us as soon as possible with the following information: Name and location of club; when formed; how often, and on what evening of week and day of month the regular meeting is held; time of official elections, and whether annual or semi-annual; number of active members at the time of sending the information; how many belong to the L. A. W.; estimated number of unattached local wheelmen; the secretary's full name and address.

ÆOLUS WHEEL CLUB. — *Editor Bicycling World*: — I send you for publication a copy of the action taken at a

special meeting of the Æolus Wheel Club of Worcester, relative to their protest to the admission to the L. A. W. of F. S. Clark. Our club has always been among the workers for the best interests of the League, and we shall await its action, hoping we may be sustained in our protest; but whether we remain members of the L. A. W. or not, we shall always welcome all wheelmen to our city, and endeavor to *all act as good consuls should*, to make their stay pleasant, and give information in regard to roads and hotels in our vicinity.

F. P. KENDALL, *Sec.*

WORCESTER, MASS., 7 April, 1882.

Editor Bicycling World:—At a special meeting of the Æolus Wheel Club of Worcester, held Tuesday evening, 4 April, 1882, it was unanimously voted that

Whereas, On the third day of October, 1881, the Æolus Wheel Club of Worcester, all of whom were then members of the League of American Wheelmen, formally entered a protest against the admission of Fred. S. Clark of this city, whose name was published in the BICYCLING WORLD as a candidate for admission to membership in the said L. A. W.; and

Whereas, The membership committee of said League have seen fit to pass the name over our protest, and are sustained in such action by the board of officers; and

Whereas, It has lately come to our knowledge that the case has been misrepresented by the said committee in the following respects: first, that the protest entered was the result merely of a personal feeling between our ex-president and the said Clark, whereas the protest was made in the name of the club, and a vote to sustain the same was made at a special meeting of the club, and a copy of said vote forwarded at once to the corresponding secretary of the L. A. W. by our president as per vote; and secondly, that the uniform of said Clark was procured by him previous to the adoption of our club uniform, whereas our uniform was adopted at the regular monthly meeting of the club, March, 1881, and Mr. Clark did not even purchase his bicycle until 1 July, 1881, a little more than three months after the adoption by our club of said uniform; and

Whereas, We believe that the said committee have been negligent in their duty in not fully investigating and ascertaining all the facts of the case before their final action and announcement in the BICYCLING WORLD; therefore

Resolved, That we do not deem it consistent with our dignity or self-respect, or the interest of our club, to longer retain our membership in the said L. A. W. unless an immediate and willing disposition is shown on the part of the officers of said L. A. W. to correct the evident wrong which has thus been done our club in overriding our formal protest without proper investigation; and

Resolved, That unless the board of officers and membership committee of said L. A. W. shall, within a reasonable time, not later than 1 May, 1882, reconsider their action and reject the name of said F. S. Clark from membership, then shall the resignation of each member of this club be forwarded at once to the corresponding secretary of the L. A. W.; and

Resolved, That a copy of this action be sent to the corresponding secretary of the L. A. W. and to the BICYCLING WORLD for publication.

F. P. KENDALL, *Secretary*
Æolus Wheel Club of Worcester.

WORCESTER, MASS., 7 April, 1882.

[COPY.]

To Kingman N. Putnam, Corresponding Secretary L. A. W.:—We, the undersigned, members of the Æolus Wheel Club of Worcester, in accordance with a vote passed at a special meeting held 4 April, 1882, do hereby individually resign our membership in the League of American Wheelmen, and herewith return our tickets: S. E. Greene, F. P. Kendall, Theodore P. Brown, H. P. Murray, F. E. Higgins, B. H. Wright, John C. Speirs, Chas. H. Banister, F. W. Blacker, E. F. Bisco, C. A. Gale (by F. P. Kendall, attorney), G. A. Bigelow, Geo. A. Smith, F. E. Pollard, H. S. Myrick (by F. P. Kendall, attorney), F. H. Goddard, Geo. W. Brooks, L. A. Talton, G. F. Harwood, Lincoln Hollad, Wilber W. Hobbs.

WORCESTER, 4 May, 1882.

PIONEER BI. CLUB.—The Pioneer Bicycle Club, of Marinette, Wis., was organized on the 1st inst., with four members, and officered as follows: President, Reuben C. Merryman; secretary and treasurer, Harry J. Brown; captain, Frank E. Noyes; first lieutenant, Gus.

E. Fromm; second lieutenant, Harry J. Brown. We expect our membership to increase to a dozen before the season closes, as several of the boys have the "fever" badly. A condition of our membership is membership in the L. A. W., and our names have been sent to the League Secretary for membership. We are the only club north of Oshkosh, though the Green Bay and Fort Howard boys expect to form a joint club before the close of the month. Our club suit consists of gray shirt, brown knee-breeches, dark blue stockings and low shoes, and brown helmet. Club color, cardinal red ribbon, one and one half inches in width. At least one of our members will attend the Meet at Chicago, and extend fraternal greetings with the brethren.

PIONEER.

MARINETTE, WIS., 3 May, 1882.

ROCKINGHAM BI. CLUB.—At the annual meeting of the Rockingham Bicycle Club, the following were elected officers for the ensuing year: President, Frank J. Philbrick; captain, Charles A. Hazlett; secretary and treasurer, Charles F. Shillaber; first lieutenant, Joseph T. Cunningham; second lieutenant, William C. Denny; buglers, Charles F. Shillaber, G. E. Philbrick. Club committee, president, captain, and secretary (*ex officio*), J. H. Knox, A. L. Jenness. Club voted to join the L. A. W., and also voted to issue a preliminary invitation to a New Hampshire meet, to be held in this city early in the season, the club furnishing a supper at the "Wentworth," at New-castle. We have received three new members the past year, making total membership eighteen,—four honorary and fourteen active.

CHARLES F. SHILLABER, *Sec.*

PORTSMOUTH, N. H., 4 May, 1882.

CANANDAIGUA BI. CLUB.—At the annual meeting, held Friday evening, 28 May, the following officers were elected: President, Dr. A. G. Coleman; first and second lieutenants, George Hayes and Augustus Crittenden, respectively; secretary and treasurer, Prof. C. E. Van Laer. The club has made good progress and grown in numbers since its organization, notwithstanding the fact that many of the original members have removed from Canandaigua and some have retired from the sport. Under the efficient leadership of Dr. Coleman they expect this summer to gain far greater proficiency in drill and enjoy many pleasant runs.

CRESCENT BI. CLUB.—At the last meeting of the club, Mr. George U. Crocker was elected vice-president, and Mr. E. G. Morse a member of the standing committee, to fill vacancies.

ARTHUR E. BROWN, *Sec.*

MAY 5, 1882.

NEWTON BI. CLUB.—The fifth meeting of the Newton Bicycle Club was held at Eliot Hall, Thursday evening, 4 May. The following-named gentlemen were admitted to active membership: G. A. Blackwell, A. J. Soles, George L. Allen,

and Faxon Atherton. The club now numbers twenty-one members, and is in a flourishing condition. A uniform consisting of a gray coat, knee-breeches, stockings and cap, and low black shoes, has been adopted, and orders for the same are being rapidly filled. The dues are as follows: Initiation fee, \$1.00, and fifty cents for the first annual assessment for membership to the L. A. W.; quarterly assessment, 75 cents. It is expected that three members will attend the Chicago Meet, the club having generously agreed to allow them a leave of absence for the benefit of the League, and it was unanimously voted that they be allowed to pay their own expenses. Unanimity of spirit seems to be the strong point of the Newton Bicycle Club.

CHARLES L. CLARK,

Consul for Newton.

BROOKLYN BI. CLUB.—Capt. Gullen, of the Brooklyn Bicycle Club, sailed for Europe Saturday last, 6 May, *via* White Star steamer "Britannic," to be away two months. During his absence, Lieut. Henry Wrecks will have command of the club. Our membership has fallen off considerably, which I think due mainly to the bad condition of the streets leading to Prospect Park and Boulevard; but I think we shall soon count as many as before, as there are a number of new riders this spring whom we expect to join us. Mr. T. H. Marvin, Jr., was admitted to membership at our last meeting, 2 May. A goodly number of wheelmen are out for a spin in the park every morning as early as half past five. The club have chosen Mr. Frank H. Tice to represent them at the L. A. W. meet at Chicago, 29 and 30 May, and others also will probably attend. We have had a circular printed for distribution, of which I send you a copy. It speaks for itself.

EDWARD A. CANER,

Sec. Brooklyn Bi. Club.

BROOKLYN, N. Y., 8 May, 1882.

LOWELL BI. CLUB.—The wheelmen of Lowell have formed the Lowell Bicycle Club, with fifteen members and the following organization: President, Paul Butler; captain, Willis Farrington; lieutenant, Walter U. Lawson; secretary, Fred. A. Fielding; treasurer, Walter M. Sawyer; buglers, Frank L. Morrill, James C. Ayer.

CLEVELAND BI. CLUB.—*Editor Bicycling World:*—Bicycling matters in this city are again assuming life, and the interest in the wheel promises to be very great this year.... I learn from the agents that the demand has been quite large (for here) already, and bids fair to assume some decent proportions before the year closes; they have already had orders for twenty-two machines, but have so far only been able to get about half of them here.... The Cleveland Bicycle Club gains in strength and enthusiasm as each week rolls by, and since 1 April have taken in eight new members; and applications are in from four others who wish

to join, and will probably be elected to membership very soon.... The principal topic of conversation among local riders now is the League Meet at Chicago and any amount of enthusiasm has been aroused over it; so far the local club expects to send six to Chicago, with some chance of five or six more along. ... At several meetings during April a new club uniform was debated upon, which ended in one being adopted to consist of short coat with cadet collar, knee-breeches, lacing at the knee with maroon cord, maroon stockings, and a light silk cap, the same color as suit, which is a dark green.... The club's runs now come off on Tuesday mornings, at 5 30 and Friday afternoons, at 4, and so far have been very successful, ten members having turned turned out on one auspicious occasion. In connection with the club runs, I hear that a subscription paper is being handed around among the club members to purchase a prize to be given the club member who attends the most runs during the season of 1882.... The matter of good club headquarters is being agitated by a number of members, and with every prospect that we will have them soon. ... The club races which were postponed from last fall are again talked of, with chances that they will come off before very long, but the only thing that bothers us is the absence of a suitable track which can be easily reached; and in this connection I might say that it is rumored that some of the club are talking about building a quarter-mile bicycle track, twenty-five feet wide, etc. It is all very well to *talk* of such a thing, but a great deal better to hear of its being under way; but I for one am not quite up to thinking it as a sure thing yet.... For the past week the moon has shone in all its brilliancy, and I understand a number of the club have had some moonlight rides.

FLADER.

CLEVELAND, O., 6 May, 1882.

SCRANTON BI. CLUB. — At the annual meeting of the Scranton Bicycle Club held 4 May, the following officers were elected for the ensuing year: President, E. B. Sturges; vice-president, Dr. J. E. O'Brien; captain, George Sanderson, Jr.; lieutenant, James B. Fish; secretary and treasurer, Fred. C. Hand; guide, J. W. Pentecost; counsel, E. B. Sturges; bugler, F. C. Hand.

SYRACUSE BI. CLUB. — *Editor Bicycling World*: Affairs with the Syracuse Bicycle Club are in an encouraging condition; two new members were enrolled at the last meeting; and a number of now unattached riders will join soon. Weekly runs of an average distance of sixteen miles have been held since the season opened, and many members are out for short spins daily. Our runs for this month will be to villages respectively eight, seven, nine, and thirteen miles from Syracuse; we start every Wednesday at 3 P. M., and return after a supper, which bicyclers so well know how to enjoy. Apropos, we are willing to

match our president and lieutenant against any club "team" in the country, at a "knife and fork" contest—we would even be willing to have our men handicapped! We would be glad to have any wheelman who may find himself in the central city call at headquarters, 71 Clinton street, and join us in one of our runs; we will endeavor to make the afternoon an enjoyable one. Our obnoxious polo caps have disappeared, the helmet taking its place, and before many weeks we will appear in an entire new uniform. SEC.

SYRACUSE, N. Y., 6 May, 1882.

RACES

Coming Events.

- 13 May. Mott Haven. Two-mile bicycle race. W. Wood, Box 3, 101. New York.
- 13 May, Washington, D. C. Third annual races of the Capital Bicycle Club will take place this year at the Iowa Circle in the heart of the city.
- 13 May. Inter-scholastic athletic games. Two-mile bicycle race on the Manhattan A. C. grounds. E. W. S. Johnson, 796 Lexington avenue, New York.
- 19 May. Crescent Athletic Club, Manhattan grounds, New York. Two-mile bicycle race. Secretary, 150 W. 44th street.
- 20 May. Staten Island Athletic Club, West New Brighton, Staten Island, three-mile bicycle handicap. Secretary, Box 169, New Brighton, N. Y.
- 30 May. Williamsburg Athletic Club, Brooklyn, N. Y., two-mile bicycle handicap. G. R. Smith, secretary, cor. Penn and Rutledge streets, Brooklyn.
- 3 June. Manhattan Athletic Club, New York. One-mile bicycle handicap. F. J. Graham, 55th street and 8th avenue.
- 3 June. Montreal Athletic Association games. Three-mile bicycle race. Chairman sports committee. Box 1, 138, Montreal.
- 10 June. Amateur championship meeting of the N. A. A. A. Five-mile bicycle race. Secretary, Box 3, 478, New York.

MONTREAL, 15 APRIL. — The three-days' bicycle tournament under the auspices of Prof. Fred. S. Rollinson at the Crystal Rink closed this date with a 100-mile contest between Rollinson and Mlle. Armaindo, the latter being allowed 5 miles. The lady won her 95 miles in 7h. 55m. 25s., including 25 minutes' rest, this being the fastest on record for a lady rider. Rollinson was thrown by a spectator crossing the track, on the 45th mile, and got a sprained ankle. He rode out his 100 miles, however, but only caught about half of Mlle. Armaindo's allowance. She also took a header, in starting again after her rest, through the carelessness of an attendant, but was not hurt. In the previous events, Rollinson on the 13th made 25 miles in 1h. 52m., defeating T. W. Eck, who had one mile allowance. On the 14th, Mlle. Armaindo defeated Eck in a 10-mile race by eight laps, in 43m. 28s. Rollinson rode a bicycle 7 miles against pedestrian 5 miles, the bicyclist winning in 29m. About 1,200 spectators were present, the local wheelmen taking especial interest in the events.

SAN FRANCISCO'S RACE TRACK. — *Editor Bicycling World*: — Thinking that it might be of interest to your readers to know just what our facilities will be for that part of the sport which relates to racing, during the coming season, I send you a description of the grounds

lately fitted up by the Olympic Athletic Club of this city, arrangements having been made by which bicyclists are to have joint use of them. The grounds are situated at the corner of 14th and Centre streets, Oakland, and are reached from the city by ferry and rail, in about twenty-five minutes. For the Oakland and the Berkeley University bicyclists and athletes they are of course extremely convenient. They are surrounded by a high board fence, and have a good covered grand stand and an open stand, besides ample dressing-rooms, baths, etc. The ground is about three hundred and seventy feet long, and three hundred and ten feet wide from the rail in front of the stand to the opposite fence. The track is eighteen feet wide on three sides, and twenty feet down the home stretch. The ground is as nearly level as possible. The track is one fifth of a mile in circumference, and had to be laid out with straight sides, and four corners of eighty-two feet six inches radius at each corner. These curves are thrown up on the outside sixteen inches, so that the corners are tolerably easy. The surface is made of a mixture of clay and sand, known as "hard-pan," which is much easier kept in order in this dry climate than cinders.

The regular opening has been delayed until Decoration Day, but the University Field Day games were held on the grounds on Saturday, 29 April, and the bicyclists had an informal one-mile handicap to determine the places of some of the new men for future events. The starters were H. C. Finkler, scratch; J. A. McNear, 8 yards, based on previous performances; C. A. Leonard, 100 yards; G. H. Strong, 125 yards; R. F. Verrinder, 175 yards; C. Brinkhalter, 300 yards; W. H. Lowden, 330 yards. Finkler rode a Club racer and in racing costume. The rest rode heavy roadsters in ordinary uniform. The result was Lowden first, 3m. 17s.; Brinkhalter second, by 15 yds.; Strong third, by 20 yds.; Finkler fourth [scratch man's time wanted. — ED.] and McNear fifth, by about the same distances respectively, followed by Leonard and Verrinder. There was no training or preparation with perhaps one exception, consequently no very good performances. P.

IN a five-mile handicap amateur race given at the rink in this city, 14 February, 1880, W. S. Clark (scratch) rode two miles in 6m. 27s. Considering the great increase of amateur riders within the past year or two, and the better facilities for riding, Clark's time should be wiped out before long. — *Turf, Field and Farm*, 5 May. In the five-mile handicap at the Institute Fair building, Boston, 6 April last, Underwood and Gideon from scratch both made the first two miles in 6m. 22½s. and 6m. 22½s. respectively. On the same track, two days later, 8 April, Clafin won two heats of the two-mile race of the Massachusetts Club in 6m. 21¾s. and

6m. 26 $\frac{3}{4}$ s. respectively. In practice, on the same track last Friday E. Norton of the Harvard Club did two miles in 6m. 12s.

THE last miles in the five-mile amateur race, at the Institute Fair building events of 29 April were made in the following times: Underwood, 2m. 58 $\frac{3}{4}$ s.; Corey, 2m. 59 $\frac{1}{4}$ s.; Dean, 3m. $\frac{3}{8}$ s.; Claflin, 3m. $\frac{3}{8}$ s.

To the Professional Bicyclers of America.

I HEREBY challenge any four professional bicycle riders in America to ride a twenty-mile race; each of them to ride five miles, and I will complete the whole distance. I have deposited \$10 in the hands of the editor of the BICYCLING WORLD, who will be stakeholder. Race to be for from \$50 to \$100 a side. I would like to hear from Rollinson, Wilson, the Harrison brothers, Pearce (colored), Mellin, Hersey, Morgan, Porter, Willmot, Hart (colored), or anybody else.

JOHN S. PRINCE, *Champion of America.*

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Charleston.

Editor Bicycling World:—In consequence of the pressure of business of the members, the majority of whom are engaged in active pursuits, our club is unable to have its meets in the most delightful months, and we have to ride in the summer instead. On the 14th inst. we assembled in full uniform, and took a ride of about two hours through the principal streets of our city, which was much enjoyed by those who participated in it. We rode to the arsenal grounds, and there enjoyed a pleasant evening on the best grounds afforded for this kind of sport in the neighborhood. We propose having races at the arsenal later in the season, and hope to be able to forward to your very interesting paper records of *quick times*, as there is a fine shell track of eight laps to the mile. We hope ere long to make bicycling a sport here which all young men will take pleasure in. The roads generally are very poor; but the street department is gradually fixing up the road-beds, and we hope soon to have at least eight or ten miles of good roads for our sport, when I trust that bicycling will become more general than it now is. When such is the case, I hope to forward the WORLD some very interesting accounts of our meets.

L. M. BEEBE, JR.,

Sec. and Treas. Charleston Bi. Club.

CHARLESTON, S. C., 22 April, 1882.

Advice Gratis for Chicago.

Editor Bicycling World:—Let me relieve my conscience at the outset by protesting against the absurdity of calling the Chicago celebration of 30 May the "second" Annual Meet. I was angry last year when I saw the Boston Meet designated as the "first," on some of the programmes; but I did not suppose there

was any chance that the blunder would be perpetuated. The Newport parade of 1880 was of course in truth the first, and the later ones should be enumerated in proper order from that. Even if the League had not been organized until after the parade was ended, the Meet of 1881 should have been called the second and not the first, because the Newport Meet was managed by the selfsame men who had assembled there to form the League; but as a matter of history, the League was formed in the forenoon and the procession was conducted by its officers in the afternoon. Hence the most extreme stickler for technicalities has no pretext for pretending that the first Meet was not the League's own in very truth. Inasmuch as all such societies and institutions have a natural desire to be thought as old as possible ("constructive" birth and downright falsifying of records being sometimes resorted to for the sake of commanding "the dignity of age"), I can hardly imagine why any friend of the League should desire thus to belittle its reputation and pervert the truth of history as to bicycling in America. I prefer to think that it originated as a "clerical error," or "typographical mistake," rather than in the superlative silliness of some Boston infant who designed to do a smart thing by labelling his own birthplace as the birthplace of the League. Chicago men, however, have no motive for encouraging inaccuracy or folly, whichever it may be; and I want the lie nailed right here. The Chicago Meet is the League's *third* Annual Meet; and if I find anybody there to deny it, I shall feel obliged to pull out my horse-pistol and convince him of his error. Hear me!

I wish now to reiterate the words you printed for me 10 March, in support of your own previous argument that the time and place of the fourth Annual Meet (1883) should be settled at the Chicago convention. I repeat my recommendation that Washington's Birthday be the time and Washington City be the place chosen. I do so, however, chiefly for the purpose of urging that the bicyclers of any possible locality who want the Meet of 1883 to be held in a given city (Washington, or Philadelphia, or New York, or Buffalo, or Jewett City, Conn., or any other) should forthwith collect their facts and statistics in black and white, for presentation to the convention in a clear and intelligible manner. In particular, they should get offers in writing from the railroad, steamboat, express, and hotel representatives in regard to the terms that will be offered for the patronage of the League. The proper time to secure such bids is before the place of the Meet is decided upon; for after that the persons referred to will have less motive for making reductions.

Let me say to the Chicago committee-men, that as soon as they have shot enough intelligent compositors to insure the printing of "third" instead of "second" on the programmes of the Meet,

they should devote a period of solitary study to an achievement of the idea that they cannot be too minute and explicit in publishing on that programme the details of their arrangements. The best way to insure the comfort of a straggled crowd of visitors is to assume their entire ignorance of everything. No possible shred of information is likely to be too trivial to be of use to some of them. With reference to the hotels in particular, nothing ought to be taken for granted. At the Boston Meet, for example, I was tempted by the "reduced rates" to stay several days at the Hotel Vendome; but my bill was made out at full rates. When I asked an explanation, I was told that "the reduced rates did not apply to those who occupied rooms alone." As I replied that the official programme made no such announcement, the bill was reduced to the regulation size; but a less obliging hotelman might have acted differently. Furthermore, as to the transportation of bicycles, a special circular or handbill should be prepared for the benefit of the baggage-smashers and expressmen, embodying all the concessions and regulations which the committee can secure from the railroad and steamboat agents. The names of the agents should be officially signed to this, so that each bicyclist, by exhibiting the order to any employee of the companies, could be assured of civil treatment. For lack of such a certificate at last year's Meet, I was "struck" for half a dollar by a baggage-man at Springfield. Still further, for the benefit of those who, like myself, expect to buy round-trip tickets to Chicago, but to return homeward a-wheel-back, the committee might either set up a temporary ticket exchange, or recommend a particular "scalper" for League patronage.

Considering the dearthiness of last year's failure in attempting to hold a big dinner in Music Hall, I trust the managers will think twice before they decide to attempt any repetition thereof. No possible object that I can see is subserved by feeding a large mob simultaneously in a public hall; for the vastness of the crowd spoils all sense of comradeship, and makes any audible after-dinner speeches a physical impossibility. At the Boston dinner I was quite near the unfortunates who were called upon to stand up and make noises with their mouths, in opposition to the other noises of the banquet hall; yet I did not gain the slightest notion of what the mouthings represented in articulate speech until I read the newspapers next day. The line of a decent, manageable dinner may as well be drawn at one hundred plates as anywhere; and it will be twice as well managed and twice as enjoyable if that maximum number be divided by two. My recommendation, therefore, is that if there must be a League dinner at all, it should be participated in only by the officers of the League and the captains of the League clubs.

As the adoption of such a rule would exclude me personally from the banquet, I certainly can't be accused of any sinister motive in advocating it.

I want to repeat my last year's vain appeal for music, or singing, or at all events noise of some sort, as an accompaniment of the parade. The stillness of solitary riding is one of its dearest charms, but a public procession without joyful clamor has a depressing and funereal effect upon all concerned. Furthermore, the impressiveness of the parade as a spectacle will depend greatly upon the thickness of the lines rather than the length of them. Only two could safely ride abreast on the narrow Boston streets, and the police arrangements were so defective that in some places the opening was hardly wide enough even for two. My recollections of Chicago are rather misty, for I haven't been there since January, 1874, when the smoke of the "great fire" had hardly blown away; but I assume that the "Boulevards" are broad enough to let at least ten or a dozen men ride abreast. Four hundred riders massed in this way would present a better appearance than a thousand "long drawn out" in pairs.

KOL KRON.

WASHINGTON SQUARE, N. Y., 28 April, 1882.

Insignia of Rank.

Editor Bicycling World:—A copy of the *WORLD*, 14 April, has just reached me, and I note with pleasure the letter of Capt. Miller and his call upon club captains for descriptions of insignia of rank. The Massachusetts Bicycle Club has this year adopted the following as insignia for its road officers: Captain, shoulder straps similar to those worn by any captains, but a little smaller and with a wheel in place of the star, two bars either side of wheel, wheel and bars worked in silver on a dark blue field; first lieutenant, same, with one bar; second lieutenant, same, with no bars; buglers, gold bugle on collar. The shoulder straps are sufficiently like the army straps to indicate the rank of wearer, and the wheel is so characteristic of our sport that one must know what it means even though the officer be distant from his machine.

CHAS. P. SHILLABER,

Capt. Massachusetts Bi. Club.

NEW BERNE, N. C., 23 April, 1882.

Sparkles from Salem Spokes.

Editor Bicycling World:—I wish before it is too late to say a word or two in regard to the "Newburyport Idea," which took my fancy immensely from the first, and is also, I think, favorably regarded by the majority of the riders in this city. From what I hear, I understand that a meet at Lawrence on 30 May is a fixed fact. With all due deference to the opinions of others, I must say that this is likely to prove a serious if not fatal mistake. Three fourths of all the riders in the county, probably, are to be found in the cities and towns within five miles of the coast; and how many of them will undertake to traverse the fifteen to

twenty odd miles of hilly roads, the condition of which at this season of the year is anything but good, in order to be present at the meet? Even so enthusiastic a wheelman as myself will think twice before devoting a day to raising a pair of "boil bearings" on those self-same roads, however laudable the end to be attained. Have the meet in Ipswich, Lynn, or Salem, gentlemen, and there will be no reason to complain of the attendance in point of numbers. I should be glad to see one of the Salem clubs take the matter up; but the old Hawthorne Club, I am afraid, is on its last legs, and its decrease from inanition or old age may be expected at any time. It is, or rather was, largely composed of business men who cannot spare the time for club runs and meetings, without which no club can live; and the other local club, of some ten or fifteen members, is as yet in its infancy. . . . Mr. Philbrick, the maker of the Republic bicycle, completed the extensive order given him by the Marine Bicycle Company a week ago, and the disconsolate features of waiting wheelmen brightened in anticipation of the speedy filling of their long-standing orders for the wheel proper. Judge of the writer's dismay, therefore, when on a recent call at the manufactory, he saw that preparations for a second large lot of the flying fish were under way. If that 50-inch is n't ready for him by the end of the week, "Telzad" will understand why he gets the cold shoulder the next time he crosses P. P.'s path. The Republic in its improved form is really a handsome and trustworthy machine. Broad hollow forks, open head, direct butt-ended spokes in gun-metal hubs, and balls to both wheels are the principal features. . . . "Ixion" sent to the *WORLD* some months ago a copy of the bill of fare for a dinner costing, I think, seventy-five cents, and asked if it could be beaten. Since it is a part of my daily routine to read the proof of the dinner bill for the Essex House, in this city, I present herewith a sample of what is served there every day for fifty cents:—Soup: Julienne. Fish: Baked haddock au tomato. Boiled: Corned beef; fowl with salt pork, white sauce. Roast: Rib of beef, dish gravy; leg of lamb with jelly; turkey, cranberry sauce. Entrées: Calf's liver sauté aux fine herbs; lobster salad. Cold dishes: Sugar-cured ham; corned beef. Relishes: Tomato catsup; pickles; horseradish; Worcestershire sauce; lettuce. Vegetables: Cream potatoes; sugar corn; boiled potatoes; beets; onions; turnips. Pastry: Steamed plum pudding, brandy sauce; apple and orange pies. Dessert: Apples; figs; crackers; cheese; tea, coffee. When it is remembered that this hotel is one of the best in the city, and that everything is promptly and cleanly served, there is little room for wonder that so many wheelmen, finding themselves in this vicinity about noontime, suddenly discover the danger of riding on an empty stomach. But let me cau-

tion all such that their after-dinner antics have often, in times past, been the means of drawing an amused group to the adjoining windows of

PEDAL PUSHER.

"Wanted,—Bicycles."

Editor Bicycling World:—I had it in mind to reply to this communication at the time I first saw it, but press of work caused me to neglect to do so. This week's *WORLD* again calls my attention to the subject, and I would like to speak of one point which I think has an important bearing, and which seems to have been overlooked.

Bicyclers would not be so well served if dealers carried larger stocks. Changes, many of which are important improvements, are being constantly made in the construction of our wheels, and purchasers of new wheels would not care to invest in bicycles embracing in their construction some bearing, or part, which has been proven comparatively defective. Let the *very old* wheelman of four years' standing review the great changes that his opinions have undergone as to what is the perfect thing in the different parts that make up his favorite mount, and he will agree with me. I can understand how "****," smarting under the disappointment of not getting a wheel for the fine weather that was inviting him, should write just such a letter. On the other hand, I have carried through a long winter as many bicycles as I sold during the miserably short season we had that year, and when I did sell them the following spring, I felt they were decidedly out of date. English makers carry no stock; send them an order, big or little, and they will tell you the machines will be made and the order filled as soon as possible. This usually means in about two weeks. Let the provident wheelman look ahead sixty days, and he will get his wheel dead sure, and furthermore will get just what he wants, instead of buying, under the pressure of immediate want, a bicycle which does not quite suit. Bicycle making should not be done on the ready-made clothing order. The less of this the better for all concerned. F.

Essex County Meet.

Editor Bicycling World:—By tonight's paper I see that "the arrangements for the Essex County Bicycle Meet are nearing completion," and that about one hundred and twenty-five riders are expected to be in line. When the last direct news from Lawrence came, every town or city had answered favorably but Salem. The distance may make them timid, but the road, my dear "Hawthornes," is a fair road to travel, as the "Pioneer" and "56," of Lawrence, and yours truly, can testify; then, as the last resort, there's the cars. Take *all* the officers, Ellsworth, if it's necessary for the club's salvation. Some other fellow will soon want to try his hand and profit by your blunders. That's the way we do here, and it really seems this

season as if the Haverhill Bicycle Club might amount to something. New members, new life, new uniforms, a captain who can and will devote some of his time to the duties of his office, and a general disgust at the apathy before displayed, makes *one* of the old 'uns feel more cheerful. A description of our club drill might equal Ellsworth's club meeting, but we'll wait and see. If you want to tear out a Haverhill Bicycle Club man, ask him how he likes corduroy, and — I should smile. 869.

HAVERHILL, MASS., 28 April, 1882.

Manchester.

Editor Bicycling World: — The Manchesters were out again yesterday, and got in about fifteen miles of travel, on and off. One of our young bankers invited the club to visit his parental home in the neighboring town of Bedford, and we accepted. We always like to go there. The town is noted for its hospitality, rich farms and good families. One of its best known descendants was "Zach" Chandler, the old political war horse. We found the roads slightly heavy, owing to the welcome rain of last week, but the five-mile post was reached in thirty-eight minutes by the leaders. The president and secretary were meantime having a tussle with an affectionate bovine, who seemed loth to have them leave her, as she probably mistook the president, with his auburn mustache, for her lost bossy. At last the cow was pastured, and the boys were safe. Our destination reached, the examination of live stock, hunting for trailing arbutus, and the discussion of a dinner, such as all bicyclers like, — topped off with some old Bedford cider — filled four hours with solid enjoyment. The ride home was made in safety, though the whole club saw some big snakes in the road.* Now, in regard to our roads. Manchester is in a sandy valley, and we can't extol them, outside of the city limits. We can only promise visiting wheelmen a sample of that hearty hospitality for which our city is noted. Hope to see a good number here this summer. SCRIBE.

MANCHESTER, N. H., 1 May, 1882.

Hackensack.

Editor Bicycling World: — Allow me as one of the original members of the League to heartily indorse and second the general scheme of "Cyclos" in your last issue, in regard to reorganizing the League so far as sub- or State divisions are concerned. I think the idea most excellent, and sincerely hope to see something of the kind, or this very plan of "Cyclos," with such alterations as may be deemed necessary, carried out at once at the Chicago Meet. I agree with "Cyclos" that the present organization of the L. A. W. does not meet present requirements; in fact, we have outgrown it. A systematic and perfected State or subdivision arrangement would certainly

tend to bring out a greater interest in the League, by having its practical working machinery somewhere near each individual member's home: as it runs now, a man knows he's a L. A. W. member by consulting his membership ticket occasionally, otherwise the League is a sort of far-off — very far off — ethereal organization. "Cyclos's" scheme will bring the matter home to each member. I appeal to you, Mr. Editor, to give the plan your support through the columns of the WORLD. By all means let us have a League that can be felt and seen, not one that you read about merely. I hope I shall hear very soon the voice of my friend and fellow Jerseyman Johnson, of the Essex, raised in support of this new, practical, and very much needed plan. Let us hear from you, gentlemen Leaguers; come, speak up! Now's your time; the Meet is very near, no time to be lost. C. JULIAN WOOD,

Capt. Hackensack Bi. C., L. A. W. 379.
HACKENSACK, N. J., 1 May, 1882.

The Proposed Revision.

Editor Bicycling World: — There is under consideration at this time, by a committee appointed for the purpose by the Board of Directors, a new scheme of government proposed for our League. As this proposes a radical departure from the present system of management, the attention of all members is called thereto, and an expression of opinion and suggestions are cordially invited and urged. This plan is briefly as follows: —

(1) The general government of the League to be vested in an executive committee, composed of its five chief officers, viz: president, marshal (attending chiefly to touring and racing matters), secretary, treasurer, and editor. They shall conduct all matters not purely local, and therefore managed by other bodies. They shall issue a bulletin, under the direction of the editor, which shall be sent free to all members, and be the means of extending information concerning tours, League management, etc. They shall levy a *per capita* tax on the State boards, which money shall be used in assisting weaker States, when approved of by the committee; in payment of expenses incurred in publishing the League journal, and in partially defraying the travelling expenses of the committee. This body to be elected by the general League membership. (2) Each State to manage its local interests by a board of directors, who shall elect from their own number to fill the following offices: Commander, marshal, secretary, and treasurer, and such committees as may be necessary, including one on membership, and another on rights and privileges. (3) Each State shall be districted geographically, and each district shall elect one director to manage League matters therein, and represent it in the State board.

It is furthermore suggested that a numerical qualification be required before a State is granted local government;

until which time they shall be wards of the Executive Committee. That the benefits to accrue from this improved system may be assured, it is earnestly recommended that the dues be somewhat increased, — say to a dollar and a half or two dollars.

The plan suggested by your correspondent "Cyclos," in a recent issue of your journal, differs in some important particulars from that just given; notably in proposing a legislative congress of State commanders. This would be virtually the same as our present Board of Directors, and open to precisely the same objections: first, its unwieldiness, because of its size; next, the impossibility of getting other than a sectional representation at meetings; and last, the impossibility of frequent meetings. In fact, this was the plan first thought of when the matter of revising our government was taken in hand, but was finally abandoned because the plan that was presented to the board possessed such positive advantages over it. These were, briefly: (1) Extreme simplicity in construction, thereby securing (2) great facility in its working. (3) By its system of election obtaining a more perfect representation of the general membership. (4) Accessibility at all times. The desirability of districting States geographically rather than numerically lies in its fixity, and in its avoidance of the localization of the board of directors. Moreover, by "Cyclos's" plan, one of the faults of our present system is retained by giving the director of the sparsely populated (by riders) sections more territory than he can, by personal inquiries and observation, efficiently look after. The time is ripe for a thorough overhauling of our League system; and if one and all will energetically put shoulder to the wheel, the coming season will find our organization in such working order, yielding such positive advantages to all participants, that there can be no question, even on the part of the ill-disposed, as to whether the L. A. W. accomplishes anything, and no further complaint that applications for membership are falling off.

G. F. C. SMILLIE,
Director L. A. W., New Jersey.
PLAINFIELD, N. J., 5 May, 1882.

PHILADELPHIA and Washington correspondents have kindly sent us comments and newspaper cuttings in relation to the reopening of the horse and bicycle controversy in the former city and Baltimore, a portion of which we published last week, and intended giving further space to it in this issue; but a pressure of more immediately important communications coming in later necessitates the temporary crowding out of much matter already in type.

THE secretary of the Brooklyn Bicycle Club has our acknowledgments for the receipt of a neatly printed and comprehensive copy of the club's rules and by-laws.

* We trust our correspondent will henceforth decline "old Bedford cider." — EDITOR.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which will be returned in case of rejection. Make checks, drafts, or postal money orders payable to DILLWYN WISTAR, 233 N. 10th street, Philadelphia, Pa. Applications accompanied by fees, as above, and other communications should be addressed to KINGMAN N. PUTNAM, 54 Wall street, New York City. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 2 October, 1880, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

The "LEAGUE HAND-BOOK" contains, in addition to these rules, lists of officers, directors, consuls, and members, and general information, rules for racing, road-riding, etc., and will be sent, postpaid, on receipt of thirty cents, by either of the following parties: BICYCLING WORLD, 8 Pemberton square, Boston, Mass.; *The Wheel*, 187 Broadway, New York; Kingman N. Putnam, 54 Wall street, New York; Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.; Wm. M. Wright, 791 Fifth Avenue, New York.

APPLICATIONS.

Editor Bicycling World.—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary L. A. W.

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This closes the applications for the present League year. No more names can be published in time to be passed by the membership committee before 30 May, 1882. Applications received after this date, 8 May, will be turned over to the corresponding secretary, to be elected 30 May, and by him submitted to the new membership committee then to be chosen; this will necessitate considerable delay in issuing the tickets, but such delay cannot be avoided.

KINGMAN N. PUTNAM, Cor. Sec. L. A. W.

CURRENTE CALAMO

THE Dunkirk Bi. Club has adopted a uniform as follows: Gray Yale shirt, cadet gray knee-breeches, navy-blue stockings, white helmets and belts.

THE CHELSEA BICYCLE CLUB has adopted a uniform of dark green, comprising coat with turn-over collar, breeches and cap, all of yacht cloth, stockings, and low shoes.

MR. J. S. DEAN, who has happily recovered his equilibrium, and moves serenely among us once more, announces his intention to participate largely in the racing events of the present season.

A BOY on a small wooden velocipede scared a horse on the boulevard in Albany last week, by which a carriage was overturned and smashed, and a lady and her coachman thrown out and severely injured.

MR. HARRY PERCIVAL, who has been for the past two years connected with his brother, C. R. Percival, as salesman, has severed business relations with the latter and now announces his services as negotiable elsewhere.

THE Bicycle Club at Seneca Falls has organized a stock company to construct a sixth-mile track, work upon which has been commenced. The members of the club take the greater part of the stock, and the balance is taken by citizens.

THE Charlotte (N. C.) Bicycle Club has accepted an invitation to participate in the annual celebration of the Mecklenburg Declaration of Independence, 20 May, and has invited other riders in the State to join them. They intend making their parade the most prominent feature of the day. The club has eighteen members.

A CIRCULAR, signed by Capt. W. F. Gullen, of the Brooklyn Bicycle Club, and Capt. John Clark, of the Kings County Wheelmen, addressed to bicyclers of Brooklyn and vicinity, and containing the rules regulating the use of bicycles in Prospect Park, has been issued, and the observance of the same urgently requested.

MESSRS. KELLER, PROBERT, AND CAPT. SMITH, of the Dunkirk (N. Y.) Bicycle Club, took a 52-mile run recently from Dunkirk to Mayville via Fredonia, Brocton, Portland, West Portland, Prospect, and Hartfield, and returned via Westfield and Brocton. Total distance fifty-two and one half miles, by Livingston Cyclometer.

MR. C. H. LAMSON intends making an extensive exhibit of the new L. A. W. badge design in various styles and degrees of finish, and at prices for gold ranging from \$2.50 up to \$20. Therefore, those who desire to procure theirs earlier should send in orders at once. His advertisement in another column will give some idea of what he can do at present.

THERE were more bicycles seen in the

Boston suburbs last Sunday than all other pleasure vehicles, and many of the clubs turned out good delegations for special runs to various points of interest; but the helter-skelter style of riding and incongruities of dress shown by some of these groups is far from commendable as a Sunday recreation, and tends to discredit the wheel among those whose goodwill and influence is most desirable.

THE BICYCLING WORLD for 26 May will be a special number, and we shall make a free distribution of a large quantity at the League Meet in Chicago. The number will be a specially fine advertising medium, and those who wish to employ it should send in their favors early. Advertisements should reach us not later than Tuesday morning, 23 May. Clubs who wish to publish their Chicago address during the Meet can do so for fifty cents.

SUB-CAPTAIN ORVON G. BROWN (185 Centre avenue), of the Keystone Bicycle Club, of Pittsburg, writes that he has secured special rates from that city to Chicago and return, fare \$18.00 the round trip, first-class passage and free transportation of bicycles. Any bicyclist wishing to take advantage of these rates can secure an order by addressing him as above. Train leaves daily at 2.15 P. M., arriving at Chicago (over Pittsburg, Fort Wayne and Chicago Railroad) at 8.20 the next morning. The delegation from his club will start Sunday, at 2.15 P. M., and they would be glad to have the company of any other wheelmen.

THE Boston Bicycle Club turned out ten men under Capt. Hodges, for the run to South Canton and return last Saturday afternoon, and it proved one of the most enjoyable trips of the season. The party put up at "Cobb's," and during the forenoon of Sunday made excursions to Massapoag Pond and vicinity, dined at the Blue Bell, and started for home about two o'clock, the round trip covering about forty-five miles. To-morrow they go to Providence by rail and as guests of the Providence Club run to Rocky Point and return home on the wheel from Providence Sunday morning, weather permitting.

WE desire to hear from the following clubs for the completion of our Club Directory as announced in the department of "Wheel Club Doings," or failing, we shall have to report those we know are not disorganized on the basis of last year, and drop doubtful ones from the list: Arlington, Aquilo, Ariel (Pittsburg), Arrow, Atlantic, Ann Arbor, Atlanta, Boston, Brockton, Branch Missouri, Baltimore, Brattleboro, Burlington, Cambridge, Charlotte, Canandaigua, Columbia College, Chauncy, Centaur, Challenge, Chillicothe, Chelsea, Detroit, Dayton, Edgewater Wheels, Elite, Essex, Elgin, Erie, Framingham, Fitchburg, Falls City, Fort Edward, Grand Rapids, Genesee Wheelmen, Hawthorne, Hermes (Providence), Hermes (Potsdam, N. Y.),

Harvard, Hope Wheel, Hill City, Hackensack, Hamilton, Hudson, Hub, Honesdale, Indianapolis, Jackson, Knickerbocker, La Fayette, Lafayette, Lenox, Lansing, Lockport, Lancaster, Meteor (Boston), Missouri, Middletown, Middlesex, Manhattan, Melrose, Montclair, Mercury, Menotomy, Mohawk, Milwaukee, Minneapolis, Meriden Wheel, Massachusetts, Massachusetts Agricultural College Wheel, Mt. Pleasant, Natick, New Bedford, Newport, Northboro', Nail City, Norwich, New Haven, Nashville, New Orleans, Omaha, Oakland, Orange Wanderers, Phillips (Andover) Academy, Peoria, Portland, Pickwick, Princeton, Pittsfield, Pegasus, Phillips (Exeter) Academy, Pequot, Plainfield, Pequonock Wheel, Remsen, Salem, Saratoga, Suffolk, Shawmut, Streator, Salt Lake, Somerville, Seneca, St. Thomas, St. Louis, Stoneham, Susquehanna, Southbridge, Tivoli, Trenton, Toledo, Troy, Toronto, Thorndike, Union, Utica, University, Wilkesbarre, Waltham, Worcester, Westchester, Wanderers, Waterbury.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

O. A., Louisville. — American amateur ten-mile records: Lewis T. Frye, Boston, Institute Fair building, 14 January, 1882; time, 35m. 44½s. Best out-door, W. W. Stall, Beacon Park, Boston, 15 October, 1881; time, 36m. 22½s.

C. E. M., Marietta, Pa. — The Keystone Bicycle Club is located in Pittsburgh, Pa.; secretary's address, John W. Pears, Pennsylvania avenue, Homewood.

Cincinnati, Pekin, Ill., would like to hear "positive, reliable, and impartial opinions" from any wheelmen who have practically tested the American Star bicycle, in regard to its "speed, ease of propulsion, durability," etc. Address him as above.

J. B. M., San Francisco. — The cradle spring is an English invention and a specialty of the Arab Bicycle manufacturers, whence it derives its name, "Arab Cradle Spring," and has been in use over two years.

G. H. S., San Francisco. — The track in the New England Manufacturers' and Mechanics' Institute building, Boston, is on the main floor, is exactly five laps, is a very short oblong, has three good corner turns and one fairly good, is generally from sixteen to twenty feet wide, but where it passes under two stairways is only about twelve feet wide, has a four-inch rail circling the inside just eighteen inches from the mile line (which allows the contestants very little chance to shorten the course), is rough and jolting on the side courses by reason of crossing the lay of the flooring, which has not yet been properly smoothed down, and on one side crosses an iron railway. It is not a very fast track, but at a slight expense might be much improved.

A. J. M., Hamilton, Mo. — We do not keep copies of foreign periodicals on hand. Send direct to publishers' address.

Editor Bicycling World: — I presume the "wheel" is not unknown at the White Mountains and vicinity; so, "if one who has been there" can inform the undersigned of his experience with the roads while there, — especially in the vicinity of North Conway, — and if there is easy wheeling between Fabyan's and Portland, Me., he will greatly oblige
OSCAR.

ST. CATHERINES, ONT., 1 May, 1882.

[If "Oscar" will consult his files of the BICYCLING WORLD for the past year, he will find several accounts of White Mountain trips by wheelmen; and the issue of 24 June, 1881, contains a general description of the roads encountered by myself in a wheel tour from Portland via Lake Umbagog to Dixville Notch and Little Diamond River, and return via Connecticut River valley, Jefferson Hill, the Glen, and North Conway to Portland, made in July, 1880. The same party made the trip the year previous through the White Mountains, returning home via Fabyan's, Crawford's, Bethlehem, and Franconia, being the first bicyclers ever touring through these localities. — EDITOR WORLD.]

LAST Monday morning Messrs. Bay-

liss, Thomas & Co., of the Excelsior Works, Coventry, received a cablegram from the States, ordering two hundred and fifty machines, principally 50, 52, and 54-inch D. E. H. F's. This is something like an order, and shows how the wheel is progressing in America. — *Cyclist*, 19 April.

ONLY a bicyclist, riding along
On his glittering wheel as he hummed a song,
When he caught the eyes of two ladies fair;
Who smiled on the rider passing there.

Only a rut in the street just there,
That he did not see for the ladies fair,
But, alas! not seeing, a header he took,
And passing flirtations that rider has shook
When riding on his machine.

— Puck.

Tricycles. — The Cheylesmore.

THE day has passed when our fair countrywomen complained that 'cycling was so exclusively a masculine delight that from its very selfishness they condemned it. Such rapid strides toward perfection in the three-wheeled steed have occurred in the past year as to place the greatest enjoyment within their reach. Many English tricycles are so constructed as to be especially adapted for ladies' use, and the comfort, safety, and power have been so increased that the much-vaunted bicycle has finally been compelled to acknowledge its inferiority in many points even for skilled men.

The Cheylesmore belongs to the rapidly increasing army of double drivers, an advantage as great in the tricycle as is the placing of the rider over his work on the bicycle. It is safe to predict that in two years from now, every first-class maker will have discarded the dangerous, power-losing, single side-driving pattern for some form of the double-action machine.

Those who are familiar with the Special Club bicycle need not be told that the workmanship of the Cheylesmore tricycle is of the finest quality, surpassing that of any other three-wheeler that has been imported. The drivers, forty-four inches in diameter, are fitted with best fifteen-sixteenths red rubbers in the Club hollow rim. The frame of weldless steel tube is of the hay-fork pattern, gracefully curved. Plain or ball-bearing pedals are fitted to a double-cranked shaft, which revolves in ball bearings, and has fitted to its ends the patent Cheylesmore clutches; stout non-stretchable, frictionless chains connect these with the driving wheels, and afford a direct instantaneous transmission of power, such as is given by the intermediate gear wheel of the Excelsior, but which is lamentably lacking in every other chain-driving tricycle that has come under the writer's observation. These clutches engage instantly on the slightest forward pressure, while the stationary position or occasional stroke that they afford the pedals is a remarkable improvement. Back-peddaling is, however, impossible; and the Coventry Machinist Company, therefore, fit upon the Cheylesmore a most complete and effective

brake. By pulling a convenient horn-tipped lever, long spoons are pressed upon the tires of both drivers with even pressure, obviating any tendency to swerve in a sudden application. A neat rack and pinion, with spade handle, steers the 20-inch rear wheel. All bright parts are nickelled, — spokes hubs, steering, etc., and the rest handsomely japanned. A strong cushioned seat for ladies' use is fitted, completely insulated upon rubber buffers, which appear to absolutely destroy all vibration of the road.

The Cheylesmore is imported by a New York house, and several are in use in adjacent Jersey. The writer is using one on Essex macadams, and is delighted with its performance, notwithstanding the fact that 7,200 miles of bicycling has made him rather critical. IXTON.

H. C. BLUE & CO.

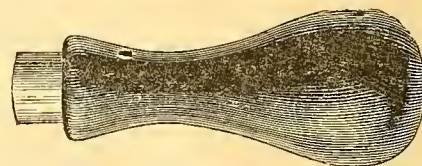
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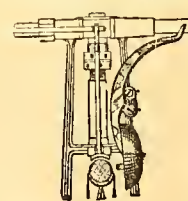
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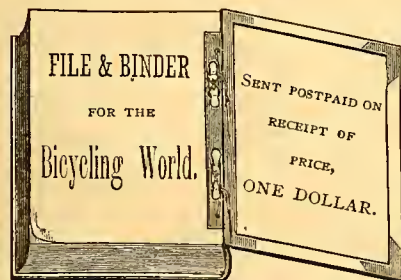
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The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

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ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. **GILMAN BROTHERS**, Nashua, N. H., P. O. Box 1,590

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON**, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. **C. A. HAZLETT**, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. **C. H. LAMSON**, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, \$4.00; Nickelled, \$5.25. **F. G. BURLEY**, Brighton District, Boston, Mass.

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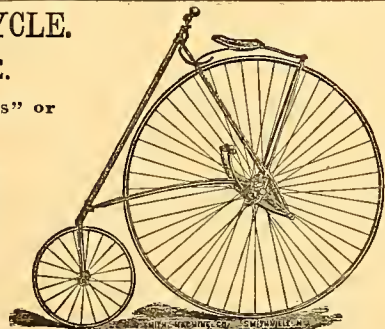
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Orders taken at this office for any of the following books and periodicals:—

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TRICYCLING JOURNAL.—Weekly. Edited by **Charles Cordingley**, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

CYCLING.—Monthly. Edited by **Walter D. Welford**, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, \$1.00; six months, 50 cents. *Cycling and Bicycling World* for \$3.00. **E. C. Hodges & Co.**, Boston.

CYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by **C. W. Nairn** and **Henry Sturme**. Published by **Iliffe & Son**, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; *Diary for 1882*; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by **Henry Sturme**, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

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LYRA BICYCLICA, by **J. G. Dalton**. Poetry of the Wheel. 60 cents.

We have in stock a few copies of *Cycling Sketches*, in cloth, \$1.00, and *Sturme's Indispensable* for 1880, 30 cents.

THE Indispensable for 1882; *Tricyclist Hand-Book for 1882*; *Guide to Bicycling*, new edition, —all by **Henry Sturme**, —are now in press, and will be ready for delivery in a few months. We are ready to book orders for these works. **H. L. Cortis's** "Book on Training" is also in press, and will soon be ready for delivery.

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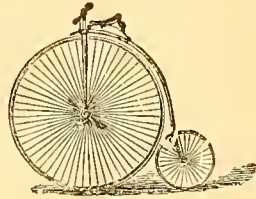
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THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William S. Gilman, Editor.

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Volume V.
Number 2.

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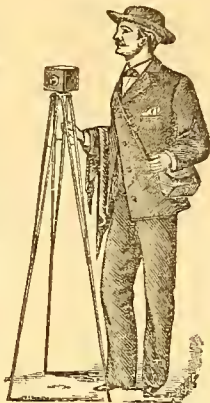
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As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclists generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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To Contributors.

Write only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 19 MAY, 1882.

THE ANNUAL MEETING.

WE understand that President Pratt will positively decline to allow his name to be used this year in connection with the office he has in the past two terms so ably and honorably filled. That during this period his personality, marked as it is by those genial yet dignified social qualities which attract all who come in even indirect contact with him, has won him many strong friends among the wheel fraternity, is not to be doubted, and these will learn his decision with unfeigned regret. The position of president of an already large, comprehensive, and rapidly growing organization, like ours, is not an easy one; and there are few, if any, among the more prominently known wheelmen who can individually combine so many qualities fitted for the office. While this decision will cause

much regret among wheelmen, we are reminded of the old saw that "Misfortunes never come singly"; for we are still further informed that Mr. Pratt will not attend the Chicago Meet, having accepted an invitation to address another and different gathering in this vicinity. This sin of omission on the president's part will occasion more than mere regret: it will entail an embarrassment upon the meeting of the League that he of all men should have been the last to impose; for whether, if a candidate, he would have been re-elected or not, his absence from the chair in that case would be less improper, while in the face of his announced retirement it is doubly desirable for the interests of the League that he should preside on that occasion and assist in its organization for the year ensuing, and so retire under flying colors, instead of cavalierly abandoning it as of no further profit or honor to him. That our energetic and active vice-president, Mr. Fairfield, can, and will if the task is to be forced upon him, conduct the meeting with credit to himself and the institution, is not to be doubted; but in view of the fact that as the manager for the local wheelmen in their preparations for the parade and the entertainment of the visitors he must be already overburdened without this additional strain, it would seem to be almost an injustice to impose it upon him at this juncture. Not only is the coming meeting important as the annual, but it is likely to be *the most* important, in respect to the business to be considered, of any that will occur in the next five years: for changes in the constitution and rules and methods of the most radical nature are to be proposed and considered, — changes suggested by two years of experience and study and observation; and it is hoped that such definite, wise, and positive action will be taken as to render further amendments or additions unnecessary for a term of years; and to properly control and direct such a convention it needs not merely natural capacity, but the combined wisdom, experience, and popularity which Mr. Pratt possesses in probably a larger degree than any other, and it is to be hoped that he will be induced to cancel any engagement made elsewhere, and evince his devotion to the L. A. W. by being present and in his proper place at the Chicago Meeting.

[Since this was in type we have received from Secretary Putnam Mr. Pratt's formal letter of resignation.]

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB, MAY: —

Saturday, 20. Headquarters 7.30 A. M. Cars for Providence 8 A. M. Run to Rocky Point and return. Guests of the Providence Club. Return at 7 or 10.30 P. M. by cars.

Sunday, 21. Providence 8.30 A. M. sharp. Ride to Boston via Canton. Arrive home 5.30 P. M.

Sunday, 21. Headquarters 10.30 A. M. Lexington via Watertown and Waltham. Dinner at the Massachusetts House 1 P. M. Return 2.30 *ad lib*.

Wednesday, 24. Headquarters 4.30 P. M. Club drill. Important that members going to Chicago should attend.

Saturday, 27. Cars for Chicago, Ill., to attend L. A. W. Meet.

Sunday, 28. Headquarters 10.30 A. M. Natick via Newton Centre, Grantville and Wellesley. Dinner at hotel at 1 P. M. Return 2.30 *ad lib*.

Tuesday, 30. Rendezvous at Whitney's Hotel, Nahant, 12 M. Start for home 2 P. M.

Tuesday, 30. Rendezvous Grand Pacific Hotel, Chicago, Ill., 9 A. M., L. A. W. Meet. Full uniform. Members are earnestly requested to be on hand for prompt starts. Members will appear in uniform during the May events.

ROXBURY BI. CLUB, MAY: —

Sunday, 21. To Natick via Brookline Reservoir and Wellesley.

Sunday, 28. To Black Rock House, Cohasset.

LONDON BI CLUB — The third annual meeting of the London (Ont.) Bicycle Club was held on 1 May. Club consists of eleven active members, which will be largely increased during the season. New uniform adopted, consisting of light-colored military helmet, dark-blue jacket and stockings, and buff-brown cord knee-breeches. Officers for 1882: President, E. LeRuey; captain, W. J. McIntosh; sub-captain, W. P. Despard; junior sub-captain, W. Payne; secretary-treasurer, C. B. Keenleyside.

MARBLEHEAD BI. CLUB. — The annual business meeting was at the Sagamore House, Lynn, 3 May, when the following officers were elected for the ensuing year: President, George Chinn; captain, Augustus M. Brown; sub-captain, Charles D. Wheeler; secretary, P. Howard Shirley; treasurer, Eugene F. Davenport; color bearer, Joseph P. Bessom. A good supper concluded the exercises.

ZANESVILLE BI. CLUB. — The Zanesville Bicycle Club organized last night by the election of the following officers: President, N. S. Chandler; captain, W. S. Bell; secretary and treasurer, Willis H. Graham. The following are the members of the club: N. S. Chandler, W. S. Bell, W. H. Graham, Capt. Grant, Chas. Stolzenbaugh, George Brown, K. M. Baush, Wallace Baush, C. V. Graham, Albert H. Sharp, Will Beaumont, Andy Herdman. The club proposes to go into active practice this summer, and join the L. A. W. W. H. G., Sec.

ZANESVILLE, OHIO, 6 May, 1882.

QUEBEC BI. CLUB. — The semi-annual meeting of the Quebec Bicycle Club was held at the club rooms in the skating rink, Grande Allee, on the 5th inst., when, a large number of members being present, business of importance was

transacted for the ensuing year. The chairman, addressing the meeting, expressed his pleasure at seeing so many members present, all of whom deserved great credit for the interest which they had shown towards the introduction and advancement of bicycling in this city. The captain also addressed the meeting in a few well-chosen words, stating that he was pleased to see how well the members had turned up at the morning drills, and hoped they would keep up the average, and that each member would make it a point to try to attend every drill. He felt sure the first season of the Quebec Bicycle Club would be a successful one. The secretary and treasurer were then called upon to read his half-yearly report, which was found exceedingly favorable, showing a considerable increase in the receipts and list of membership, having over three times the number of members now than when the club was formed last June, there then being only eight active members, while now there are twenty-five. The club has so far met with a great deal of encouragement and popularity, and is now in a fine way of meeting with all the success which it so fairly deserves. The officers for the ensuing year are as follows: President, C. Farquharson Smith, Esq.; captain, W. Noble Campbell; lieutenant, Wm. Burroughs; secretary and treasurer, Herbert E. Judge; bugler, Arthur P. Laurent; committee, Alph Hamel, H. W. Bicknell, and Geo. H. Brunet. The first club run of the season took place on Saturday last, the 6th inst., from Dorchester bridge to the Montmorenci Falls. The day was all that could be desired and the roads were very good; and as they noiselessly glided along on their glittering steeds, occasionally hearing the sharp whistle of the captain ordering "double file," "single file," or "ride at ease," their neat gray uniforms added much to their appearance. After having done justice to a good supper, all returned home well pleased with the first run of the season. The whole club intends to join the League at the end of May.

THE CLUB DOGGIE.

QUEBEC, CAN., 8 May, 1882.

MOUNTAIN BI. CLUB.—The wheelmen of Johnstown, Pa., met Monday evening, 8 May, and organized the Mountain Bicycle Club with the following officers: President, Chas. A. Marshall; captain, Geo. W. Hamilton; secretary and treasurer, Webster Norris. Uniform, gray, with navy-blue belt and tie. The club starts with a membership of ten. N.

PHILADELPHIA BI. CLUB.—The regular annual meeting of the Philadelphia Bicycle Club was held at their rooms, No. 60 North 13th street, on Tuesday evening last, the 9th inst. After reading the minutes of the last annual and regular stated meetings as well as the annual report of the secretary, the election of officers was held with the following result. President, H. C. Blair; captain, H. R. Lewis; lieutenant, Edward B

Fox; bugler, H. B. Hart; secretary and treasurer, H. A. Blakiston, 3,905 Chestnut street. Speeches were made by the newly elected officers, and at the recommendation in the secretary's report the use of the rooms was offered to visiting members of other bicycle clubs in good standing. Any member of the club on being called upon will be glad to introduce the visitors to the club.

H. A. BLAKISTON, *Sec.*

PHILADELPHIA, 10 May, 1882.

TOLEDO BI. CLUB.—At the annual meeting of the Toledo Bicycle Club, the following officers were elected for the ensuing year: President, W. F. West; secretary and treasurer, C. H. Walbridge; captain, W. F. Dewey. Other members are H. M. Kelsey, B. B. Barney, Jr., Geo. A. Reynolds, J. M. Kelsey, M. F. Richards, T. B. Atkinson, George R. Osborn, H. S. Halsted, Charles West.

C. H. WALBRIDGE, *Sec.*

TOLEDO, OHIO, 9 May, 1882.

NASHUA WHEEL CLUB.—At the annual meeting of the Nashua Wheel Club, held 12 May, the following were elected officers for the ensuing year: President, W. A. Tracy; secretary and treasurer, E. M. Gilman; captain, W. V. Gilman; first lieutenant, H. E. Marsh; second lieutenant, John F. Bixby; club committee, president, secretary, captain, W. H. Walker, P. C. Slason; auditing committee, president, captain, J. B. Harris; bugler, E. M. Gilman. Membership, twelve. At next meeting shall vote to join L. A. W. in a body. Wheelmen in Nashua, all told, at present, twenty.

E. M. GILMAN, *Sec.*

NEW BEDFORD BI. CLUB.—At the annual meeting of this club, held Tuesday evening, 9 May, the following officers were elected for the term ensuing: President, E. A. Baldwin; captain, Joseph Snow; secretary and treasurer, O. Frank Bly; club committee, president, captain, secretary, W. M. Butler, and H. L. Dwight. O. FRANK BLY, *Sec.*

NEW BEDFORD, 13 May, 1882.

SARATOGA BI. CLUB.—The Saratoga Club is commencing the season with renewed vigor. During the winter its members have been scattered in many directions,—its secretary in Boston, its president and one member in Florida, a member in Germany, another in Brooklyn, etc.; but as the warm summer sun approaches, the mass will be fused together as firmly as ever. WINDWARD.

SARATOGA SPRINGS, N. Y., 13 May, 1882.

STAR BI. CLUB.—Seven of our men visited Gloucester Sunday, 7 May. We found the roads nearly all the way in good condition, and covered the forty-six miles very easily. We received a very cordial welcome from Consul Webber. We got left at Manchester, as the hotel was closed, and we had to go without our breakfast. Moral: Always order your breakfast before you start. 1219.

LYNN, MASS., 15 May, 1882.

RACES

Coming Events.

19 May. Crescent Athletic Club, Manhattan grounds, New York. Two-mile bicycle race. Secretary, 150 W. 44th street.

20 May, Washington, D. C. Third annual races of the Capital Bicycle Club will take place this year at the Iowa Circle in the heart of the city.

20 May. Harvard Athletic Association, Jarvis Field, Old Cambridge, Mass. Two-mile bicycle race.

20 May. Staten Island Athletic Club, West New Brighton, Staten Island, three-mile bicycle handicap. Secretary, Box 169, New Brighton, N. Y.

30 May. Williamsburg Athletic Club, Brooklyn, N. Y., two-mile bicycle handicap. G. R. Smith, secretary, cor. Penn and Rutledge streets, Brooklyn.

3 June. Manhattan Athletic Club, New York. One-mile bicycle handicap. F. J. Graham, 56th street and 8th avenue.

3 June. Montreal Athletic Association games. Three-mile bicycle race. Chairman sports committee, Box 1, 138, Montreal.

8 June. Oxford Agricultural Fair, Oxford, Chester County, Pa. Bicycle races. T. K. Stubbs, Lock drawer 365.

10 June. Amateur championship meeting of the N. A. A. A. Two and five-mile bicycle races. Secretary, Box 3, 478, New York.

THE LOUISVILLE RACES OF 22 AND 24 APRIL.—We two weeks since condensed from the Louisville *Commercial* an account of the racing events in that city on the night of 22 April, in which the winner of the twenty-mile race covered the distance in the fast time of 1h. 14m. 13s. (by a typographical error we made it 30s.). Our advices of the second day's (the 24th) events failing to reach us, we sent for the account, and our correspondent mailed us a copy of the *Commercial's* report, from which we condense the following, with our correspondent's correction of some errors since discovered:—

"The first race,—a ten-mile heat, best two in three, for a \$30 gold medal and the championship of Louisville, and open to all amateurs of Louisville,—was the race of the evening. There were three entries, and Will Francke, Orville Anderson, and George Francke started. With a good send-off Will Francke led until the second lap in the third mile, when he was passed by Anderson. They maintained this position, George Francke having fallen behind a whole lap, until the seventh lap on the fifth mile, Will Francke then catching up with Anderson and going at a rapid rate past him. Anderson, on the second lap of the eighth mile, again passed Francke, and was forging ahead, every one expecting him, seeing his fine riding qualities, to win the heat, when George Francke, who had fallen two laps behind, had his machine slip and fall with him; and Anderson, in order to keep from running over his neck, turned his wheel and ran against a post, and was precipitated to the floor. George Francke was hurt and did not mount again, and Anderson's machine was bent, and before he could get another wheel Will Francke was over a lap ahead. Anderson rode to the end, but made no effort to catch up, and then the heat was won by Will Francke in the time of thirty-seven minutes and four and a half seconds.

"The next race was a one-mile dash

for boys under fifteen years old, the prize being a gold medal; had only one starter, and to him, Master H. Kampfmüller, was awarded the prize.

"The five-mile dash had three starters in Henry Haupt, Hugo Helburn, and Samuel Holloway, Albert Dietzman not being on hand. The prize was an elegant gold medal offered by Horace Beddo, and the boys made quite an effort to gain it. Helburn led off briskly, but was first passed by Haupt and then by Holloway. On the third lap of the fourth mile, Holloway suddenly spurted and passed to the lead, and was in a fair way to come off victor, when his machine slipped and threw him, thus leaving the race to be won by Haupt in 19.03.

"The second heat between Will Francke and Orville Anderson was then called, and they again started, with Francke in the lead. The sympathy of the audience was with Anderson because of his misfortune in the first heat, and every time he went to the head he was loudly cheered. In this heat he showed himself to be the faster wheelman of the two, though Francke was allowed to maintain the lead most of the time. At the end of five miles the time was 18.25, with Francke in the lead. Before the sixth mile had been made Anderson had passed his opponent and had been again passed by Francke. Nine miles were completed in 33.10, and Francke was in the lead when Anderson shoved ahead, and in spite of the other's efforts made the ten miles in 36.45, and won the heat two lengths ahead of Francke.

"The ladies, as the bicyclists mounted their machines for the third heat, were offering two pair of gloves to one, with few takers. In this heat neither made any special effort until after the eighth mile, Francke being allowed to lead most of the time. On the seventh lap of the ninth mile Anderson went to the lead, and through the remaining mile kept gaining, completing the ten miles in 45.02, nearly half a lap ahead. The victor was loudly cheered and was presented with the medal, as being winner of the race, by Capt. Jennings in a short speech."

The good time made in the twenty-mile race as reported, having elicited some expression of doubt about its authenticity, the *Commercial* prints the following: "We gave a list of the judges, scorers, and time-keeper who officiated at this race last week. The track was measured by Horace Beddo, who reports it to be three feet over one eighth of a mile, and according to this calculation Mr. Francke ran exactly four hundred and eighty feet over twenty miles, as the race was scored on a basis of eight laps to the mile. This race having been run under the auspices of a League club (the Falls City), the time made is the American amateur record for that distance."

Prof. Rollinson's associate, Mr. T. W. Eck, stated to us recently that he had measured the track, and found it short. We should like to have an official

statement of the measurement of the track, if it has been officially measured (which we do not doubt), in order to settle all cavil about the record.

MISS VON BLUMEN'S RIDE AGAINST HORSES.—Our correspondent at Detroit writes that the second benefit tendered Miss Elsa Von Blumen came off at Recreation Park, Thursday, 4 May, in the presence of about 500 people. The event was a race between Elsa and five horses, the latter to trot in heats, 20 miles to the former's 10. Capt. W. A. Owen's "Seth T. Bane" led off. In the back stretch, "Bane" passed Elsa, but before he had completed his second round, Elsa had finished her first; time, 3.22½. "Bane," on his second round, was lapped by Abbott's "Rosalind," trotting two rounds, and was succeeded by the other horses, as follows: John Archer's pacer, "Bay Harry," three rounds; Frank Weithoff's "Kitty Mack," two rounds; Norman Williams's pacer, "Clear the Track," two rounds, and "Seth T. Bane," two rounds again; "Rosalind" again two rounds; "Bay Harry" again two rounds; and "Kitty Mack" again one round, making eighteen rounds in all. "Kitty Mack" had reached the quarter stretch on her second round (nineteenth) when Elsa buzzed under the wire on her tenth round, the winner in 37m. 18s; time, 3.22½, 4.32½, 4.02½, 3.45, 3.28½, 3.34½, 4.06, 3.30, 3.41, and 3.15½. Elsa was beaten in but one heat, having stopped to get a drink of water, and as horses were changed every heat, her performance was a remarkable one in many ways. William McGuigan, of this place, wants to trot his horse against Miss Von Blumen for a purse of \$100 or \$500, a distance of 100 miles, she to ride her bicycle, and he to drive in straight trotting.—*Turf, Field and Farm.* If this is all correct (which we shall take the liberty to doubt until better advised), it is faster riding than the average racing man accomplishes, and Bonnie Louise's record is n't anywhere; and would n't the two opposed make a pretty competition? Louise is credited with a practice mile in 3.42, at the Institute track recently, and now Elsa has a reported record of 3.15½. Who were the judges? who were the timers? are they reliable? and what sort of a track is Recreation Park?

STENTON, PA., 9 May.—The Germantown Bicycle Club races having been postponed from Saturday, 6 May, on account of heavy rains, took place on the 9th, the weather being fine, but attendance not as large as hoped for. Races otherwise a complete success. The track is slow, with sharp corners, which accounts for the bad times made. The first trial heat of the one-mile scratch race was won by A. G. Powell from Miller in 3.31; the second heat by C. G. Wright from Ramsden, in 3.38; and the third by Jos. Dyson from Merchant in 3.37. Final heat, Powell 3.22½, Wright 3.23, Dyson 3.24. The second event, boys

under sixteen, gave a victory for the half-mile to Irvin Corse; time, 1.46½. The third event, a two-mile handicap, was won easily by Powell, from scratch, in 7.11; Wright, 25 yards, second. Fourth event, novices, race: First trial heat won by R. J. W. Brewster in 3.30, A. Hansall second. Second heat, J. P. Croasdale, first, 3.38; C. Harley second. Third heat, H. S. Wood, first, 3.33½; J. P. Curran second; and final heat, Wood 3.25½, Brewster 3.25½. The five-mile race was more like a procession.—G. D. Gideon, scratch, J. V. Ramsden, 250 yards, S. Crawford, 280 yards, Jos. Dyson, 300 yards, all starting. On the third lap, "Gid" had made up his handicaps, and on the fifteenth lap was an entire lap ahead. Time, 17.41, Dyson second.

THE city of Boston has appropriated \$300 for the Fourth of July bicycle races this year.

THE two-mile bicycle race in the Yale Sophomore games, 4 May, resulted in a victory for Paterson in 8m. 20½s., Walker second.

THE storm last Saturday necessitated a postponement of the Capital Bicycle Club races, which are now announced for to-morrow instead.

NEXT Thursday the 50-mile race between Mlle. Louise Armaindo and John S. Prince, the latter allowing the lady five miles, is to take place, and Prince offers to back himself for from \$50 to \$100 a side that in this race he will beat all previous American records, amateur or professional.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Scranton.

Editor Bicycling World:—The interest manifested in bicycling in this city during the past few weeks is something remarkable; among the many patrons of our riding school are professional and business men, who, from their skill displayed in learning, promise to make good riders and excellent club members. . . . The fine condition of the roads and the favorable weather have given us an opportunity to take some very enjoyable runs, the last one being a particularly pleasant one, and a short account of it may be of interest to your readers. Leaving Scranton at 6.10 A. M., Sunday, 23 April, our party comprised Capt. A. J. Kolp, Mr. J. W. Pentacost, and your correspondent, our destination being Honesdale, distance thirty-two miles. Having intimate friends there, we had for some time been anticipating the trip, only waiting for miserable roads to be at their best. The weather proved most favorable, and the prospect of a pleasant trip was good. Olyphant (five miles) was reached in 41 minutes, without incident.

At Peckville, two miles beyond, however, occurred an accident, the first we have to record in the history of bicycling in this vicinity. As we were riding on the pathway through the above place, a horse and buggy were met. The road being of good width, and the horse showing no signs of fright, it was deemed unnecessary to dismount; but when opposite, or in fact when the horse was passed, it suddenly shied out and started, much to the surprise of the driver, who held a loose rein on him, not thinking for an instant he would frighten. It was all so very sudden that before the horse recovered (which was at once) the buggy overturned, renewing the fright, and the result was a badly smashed vehicle. No further damage was done. The driver, by his cool, quiet manner displayed through it all, proved himself a gentleman, and received the sympathies of our party, who, after securing him another wagon, continued our trip; but regretting the affair, which, however, was the result of no carelessness on our part, as we are always careful in such cases and invariably dismount when the occasion calls for it. Jermyn (twelve miles) was reached in an hour and forty minutes. Here we were entertained pleasantly for a few minutes at the residence of John Jermyn. Arriving at Carbondale, we stopped for a little rest at the Harrison House before climbing the mountain. The distance to the top ($3\frac{1}{2}$ miles) was made in an hour, and in the ascent we were reminded of the trip in the White Mountains so graphically described in the *WORLD* some time since. From the top of the mountain to Waymart (two miles) we coasted — and such a coast! After walking to the top we were prepared for almost anything, and the road must be indeed very bad that we would not tackle. If 'cyclers want something exciting, and at the same time exhilarating and just dangerous enough to be interesting, we can commend to them the coasts down our mountains, many of which we have tried; and as consul of the L. A. W., I will be pleased at all times to make known to visiting wheelmen, and I can assure them it will be a pleasure for us to join them in a trip when they find it convenient to call on us. At Waymart, we were met by our friend Capt. W. D. Wood, of the Honesdale Club, who came coasting down an opposite hill simultaneously with our finish of the mountain coast. After partaking of a hearty dinner and enjoying a chat on wheel matters, we started again, finding the roads in fine condition. We made good time, and as we were about entering Prompton, we saw nickel glistening in the distance, and soon we came upon President Atkinson, the genial and heavy-weight rider of the Honesdale Club. The ride from Prompton proved the most pleasant part of our trip; and we arrived at Honesdale in good condition, where we were handsomely entertained during our stay.... Dr. J. E. O'Brien, our club surgeon, has been visiting his patients for the past week

on his wheel, having lost his valuable horse. Below is found a clipping from the *Republican* of this city, which will give a correct idea of the loss: "Dr. O'Brien's mare 'Kitty,' well known to all our horsemen as one of the best trotters on the road, succumbed yesterday to 'pink-eye' or epizootic cellulitis. The doctor has immortalized his favorite 'Kit' in the following lines: —

*"Ex nihilo nihil fit, —
Death hath beat thee, gentle Kit;
Had I his scythe, I'd shatter it."*

*"Thy heart with courage ever glowed;
None swift as thee upon the road,
Except the horse old Death bestrode."*

*"I place thy hoofs my mantel o'er;
They'll echo on the road no more,
Nor sound on any other shore."*

F. C. H.

SCRANTON, 28 April, 1882.

Additional Advice.

I agree with what "Cyclos" proposes in to-day's *WORLD* about the reorganization of the League, just as I have before agreed with his remarks about the League's tendency to give undue encouragement to racing. "F. M." also seems to me to speak the solid truth when he denounces all amateurs who yearn for any other prizes than medals (medals even being allowable only in their character as formal records of victories "won for the love of winning," not for the love of gaining something of material and intrinsic value). But in regard to the League officers I wish to urge a point which I don't recollect having seen any one else present, — I mean the desirability on general principles of keeping them all in harness just as long as they prove competent and are willing to serve. I therefore regretted the effort that was made last year to displace the commander by a new man; though, when the selected commander lately resigned, I regretted that that same man refused to be elected as his successor. The commander actually chosen then would have been my second choice, however, and I earnestly hope he may be re-elected. My feeling in the case is that each year's experience in the management of a parade is a valuable acquisition, which the commander ought to retain indefinitely for the benefit of the League in successive seasons. The fact that the paraders grow accustomed to one man's face as that of their commander is an element of success which ought to outweigh all theoretical advantage in having each annual parade directed by a marshal chosen from the locality thereof. For the same reason the minor commanders of the procession should be changed as little as possible from year to year. I hope, for instance, that Mr. Clark of Baltimore, who commanded the unattached at Newport in 1880 and at Boston in 1881, will perform the same sad task at Chicago in 1882. Messrs. Munroe, Hodges, and Marsden have all, I think, helped managed the parades of 1880 and 1881, and nothing which I have written above is intended to discriminate

between them. Whichever one of the three might have been chosen commander at the outset is the one whose re-election I would have urged by the same argument that I now urge in favor of the present incumbent. The longer a competent man can be kept in such an office, the more and the better the work which the League can get out of him. The idea that this or any other office in the League is an "honor" which ought to be "passed around," so as to "give all sections a chance for distinction," is an idea that ought to be throttled off-hand. The organization of the League is flimsy enough from the very nature of things. The only hope of expecting any good work from it lies in keeping experienced officers in control.

Apropos of the thirst which a long ride induces, let me suggest to the Chicago managers that they engage forty or fifty men to sell iced milk, lemonade, soda water, ginger ale, and other mild liquid delights, along the line of the parade, while the wheelmen are waiting to be reviewed on 30 May. For lack of some such arrangement at Boston last year, a good many of the paraders were tormented with parched and burning throats even before the signal was given to mount and sally forth into the fierce glare of the sun.

KOL KRON.

Chicago.

Editor Bicycling World: — As the time for the League Meet draws near, all arrangements for this important event need to be more fully perfected; consequently a joint meeting of the Aerial and Chicago Bicycle Clubs was held Tuesday evening, 2 May, for this purpose, and also to establish a more united feeling between the two clubs. The Chicago wheelmen have very judiciously and wisely, it strikes us, decided upon one person to have full control of all arrangements pertaining to this Meet, such as appointing committees and attending to all the little details which, when well arranged, go together to make an assembly of this kind a pronounced success. No better person, and one more fully competent to manage such an affair, could have been found than our genial vice-president, Mr. John M. Fairfield. Dr. Pruyne, president of the Chicago Club, was elected chairman of the meeting, and L. J. C. Spruance, of the Aerial Club, secretary. Mr. Schimpeler, of the Kentucky Bicycle Club, was present; also quite a delegation from his city. He informed your scribe that Louisville would be sure to send a goodly number of wheelmen to the Meet. There was some discussion as to where the League picture might be taken. Unfortunately, we have no hills in Chicago, and one might scour the surrounding country for miles without being able to find an undulation of fifteen degrees; consequently we will have to fall back on the steps of the court-house, or the seats on the base-ball grounds.

We desire very much that there shall be a marine bicycle race. Very few in this section of the country have ever seen one of these specimens of wheel propulsion, and the novelty of the affair would undoubtedly attract great crowds to the lake front, where the race would be held. I hope it will be our pleasure to see a number of them here. As to the parade: it will probably be reviewed from the veranda of the Foxhall Club house, which is situated at the junction of Grand Boulevard and 35th street. This is one of the most desirable locations that could be found for our officers to occupy. Directly at the head of the boulevard, with South Park and Calumet avenues on either side, it affords a grand view from whichever way the procession may approach. Mr. Hathaway, captain of the Milwaukee Club, was in the city last week; he is very enthusiastic on the subject of the Meet, and confidently assures us that Milwaukee will send down her entire list of wheelmen, who are a host in themselves.

It strikes me that an admirable idea, and one that would also lend much beauty to the line, would be to have every club that is represented carry an ensign, with the name and place from which it hails painted or embroidered upon it. It would also be of much interest to spectators along the route, informing them, as it would, that delegates from all sections of the United States had made it an object to be present. Let me hear from some of your readers on the subject.

AERIEL.

CHICAGO, 6 May, 1882.

The Essex Meet.

Editor Bicycling World:—My remarks lately in regard to the Essex County meet have perhaps been too numerous; but pardon these few lines, and I will forever after hold my peace on the subject. Is it courteous in "Pedal Pusher," or any other gentleman, after the invitations are out and in most cases accepted, to suggest that the meet be held elsewhere? What if Lawrence is twenty miles from Salem and adjoining towns? the roads will average good enough for any fair rider to stay in the saddle all the distance,—barring two or three hills, and which, begging "Pedal Pusher's" pardon, are or will be in better condition then than two or three months later. I should judge from our Salem friend's remarks that I had been over the road between here and there more times than he; and although the riding will not average any better than the roads from Lawrence to the same city, I have never yet succeeded in taking in any "boil bearings" on mine.

The Lawrence wheelmen were the only club in the county who acted on "Ellsworth's" idea; the rest of us thought well of it, but were too sluggish,—therefore let us be content to take back seats, and thankfully accept the Lawrence Bicycle Club's hospitality. Secretary

Cogswell of Lawrence wrote one prominent bicyclist in Salem at least twice, and enclosed necessary postage for reply which never came. After a reasonable time he then wrote the secretary of the Hawthornes and received an immediate answer, stating that they would be happy to come; so, my friend and brother, the old originals are not quite up the tree yet. Long life to them, say I. I hope to be in Salem before 30 May, and shall be happy to have a talk with our pushing friend of the pedals over our — soup at the Essex House.... The Haverhill Bicycle Club uniform, I will here remark, is cadet gray coat, pants, and caps, faced with blue and dark-blue stockings, and — is it necessary to remark? — I wear the League Ham. "869."

Haverhill, Mass., 12 May, 1882.

The Essex Meet Again.

Editor Bicycling World:—It was with much surprise that I read the sentiments expressed by "Pedal Pusher" in the last WORLD regarding the proposed meet of the Essex County wheelmen. He says that the fact that the meet is to be at Lawrence is likely to prove a serious if not fatal mistake. I must say that we are more sanguine, and even labor under the impression that the meet is to be a success. The "Newburyport Idea," advanced in the WORLD a few weeks ago, was very favorably regarded by the Lawrence Club; and wishing to see it carried out, we took measures to sound the sentiments of the other clubs in the county. We received encouragement from them that seemed to justify our moving in the matter; and as no other club has expressed a desire to assume the responsibility, we have the presumption to invite all the wheelmen in the county, unattached as well as club members, to meet at Lawrence on the 30th of May, to form a League of Essex County wheelmen. "P. P." says: "Three fourths of all the riders in the county, probably, are to be found in the cities and towns within five miles of the coast; how many of them will undertake to traverse the fifteen to twenty odd miles of hilly roads, the condition of which at this season of the year is anything but good, in order to be present at the meet." The road from Salem to Lawrence is not a bad one, and is repeatedly traversed by our own club members, with the simple attraction of the run and a dinner at the Essex House, whose excellent bill of fare "P. P." enlarges upon. With the incentive of a meet of fellow-wheelmen, I venture to say that a large part of our club would traverse the road on their machines. The travelling is not much worse from Salem to Lawrence and return than the other way; but if this requires too much pedal pushing for our Salem friend, we hope he will come on the cars. We have a live club, and can count more than seventy-five wheelmen within a radius of three miles. "P. P." wants the meet in Ipswich, Lynn, or Salem,

but explains that neither of the Salem clubs are in condition to take hold of the matter. We have received no intimation from Ipswich that they desire us to go there, and I think Lynn has no objection to coming to Lawrence. I must say that the objections of "P. P." are short-sighted; and his attitude seems at least discourteous under the circumstances. I do not think he voices the sentiments of the Salem wheelmen, who have signified their intention to attend the meet.

And now I want to say a word to the wheelmen of Essex County. We desire and expect your presence at the meet in Lawrence on the 30th of this month. We desire to know as early as convenient how many will be likely to come from each place, so that we can make ample arrangements for their accommodation. The hospitality of Lawrence, if not equal to that of some other place, is at least the best we can offer. We propose to have a short run of perhaps three miles through the city, and the roads are in very fair condition for the wheel; dinner will then be served, and after dinner it is expected that the League will be formed, which we hope will bring the wheelmen of the county into closer relations, and form friendships that will add pleasure to our trips on the road.

M. D. CURRIER,

Pres. Lawrence Bt. Club.

LAWRENCE, MASS., 13 May, 1882.

Kankakee.

A PRIVATE letter from a Kankakee (Ill.) wheelman gives an account of bicycling facilities in his section, as follows: "Kankakee has no consul, and until recently but one bicyclist, and there seems but little need of a consul here. Our prairie roads are so atrociously and irredeemably bad most of the time that no wheelman thinks seriously of touring hereabout. When our roads (which consist of the natural black loam) are good, they, like all dirt roads, are very good; but this happy state of things exists only a few weeks in the year, and the rest of the time the wheel is confined to the town, where macadamized streets and the sidewalks afford moderate satisfaction. The West has not learned to build roads yet, and never will until the Almighty instills a little more horse sense into the average granger than the species now possess. When the roads are good, the bike has to attend strictly to business and keep in the narrow track traversed by the horses. When you meet or overtake a team, it is extremely difficult and often impossible to turn out, as the road on either side of the beaten track is rough and untravelled. There are not even footpaths which can be taken advantage of. When people go afoot they take the middle of the road. Yet with these disadvantages I would not abandon the wheel. We have four Standards here this spring. The foregoing will perhaps answer in a general way your inquiry about the roads between Chicago and Kankakee. After

two or three weeks of dry weather they are very pleasant to ride over, but it's a chance if we have such an interval of dry weather. The distance between Chicago and Kankakee is fifty-six miles by rail, due south. The town has 7,000 population, and has a fair hotel."

Why not Bicycles?

IRON (London) says: "There are many articles in which several countries are a long way ahead of us. An example is to be found in the superiority of the tools which are now so largely imported into this country from America, and which, while remarkable for their quality and finish, are much less costly than those of English production."—*N. Y. Sun*, 12 May.

Can our manufacturers explain the glaring inconsistency of this paragraph with the *facts* about quality, finish, and cost of American wheels? It is a well-known fact that there is not an adjustable wrench made in England that will compare in quality, finish, and serviceability with the Billings & Spencer Pocket Monkey Wrench, nor a cyclometer as accurate as the Excelsior, nor an automatic alarm equal to Hill & Tolman's. But why not bicycles?

DISGRACED AMERICAN.

NEW YORK, 12 May, 1882.

[It is monopoly that causes it. The best made and finished bicycle manufactured in this country would yield the manufacturer a handsome profit if sold at \$75, and the ordinary \$100 machine costs the purchaser just about \$50 too much. The League of American Wheelmen could not do a more valuable service to the cause of bicycling than use its best efforts towards the abrogation or material reduction of the present exorbitant tariff on imported machines. EDITOR WORLD.]

A CHICAGO correspondent sends us the following notes of the forthcoming Meet, dated 7 May: In the parade the line will form on Lake Park and move south on Michigan boulevard, Grand boulevard, and Drexel boulevard to South Park, where refreshments will be served in the grove. The return will be *via* the same route, and during the parade the various evolutions will be performed by companies and battalions at the signal from the bugle. This exhibition will be a grand sight, nothing of the kind on such an extensive scale ever having been witnessed in the West before. The business meeting of the League will be held at the Grand Pacific Hotel, in the Appellate Court room, in the afternoon, and the banquet in the evening at the same hotel. All bicyclists throughout the world are invited to participate in the parade and lunch, but only members of the League and invited guests will appear at the banquet.... The programme of the Meet will include a series of races at the Driving Park, of one mile, two miles, five miles, and also

dashes of a quarter and half mile, a hurdle race and a marine bicycle race. The fastest riders in Chicago are Conkling and Miller, of the Chicago Club, both of whom are on record as having made a mile in 3.15, but it is known that Conkling in private spins has covered a mile in 3.02. ... There will be present at the Meet two hundred wheelmen of Chicago, fifty from Milwaukee, and clubs from many other cities have signified intentions to be represented. ... Guides in uniform will await the incoming guests at the various railroad depots, and a neat map of the business portion of the city accompanies the invitations to prevent the boys from going astray. Storage-room for the bicycles has been provided at the north annex of the Exposition building.

A PITTSBURG (Pa) correspondent writes: "I send a copy of the constitution and by-laws of the Keystone Bicycle Club. They have been in the printers' hands a good while, and we have had two new members elected since. There is one amendment left out; for what cause, I don't know. It is to the effect that no person who is not an owner of a bicycle and an *actual* rider shall be eligible to membership in this club. This is necessary, because a good many young men who think they are not able to buy a wheel, but have learned to ride and hire wheels, would like to come into the club. The Titusville Club has sixty members, and three Mustang bicycles; we don't want anything like that. Nearly all our club will ride Yales before the close of the season."

SAN FRANCISCO NOTES. — The California Club bicyclists have formed an association to be called the Pacific Wheelmen, the object being to unite the wheelmen in that vicinity for the promotion of touring, racing, and drill and fancy riding.... The San Francisco and Oakland Bicycle Clubs both are beginning the season very actively. The former made their second run Sunday, 30 April, going this time with sixteen men under Capt. Butler to Menlo Park and return, a run of thirty-five miles. The Oaklands at last advices were also arranging for a grand meet and run, to participate in which the local riders generally were to be invited. ... Capt. Butler, of the San Francisco Club, ex-Captain Eggers, and another wheelman started on a few days' bicycle tour the 2d inst., and despite a rain during a portion of it, made fifty-seven miles the first day.

THE *Oarsman*, a bright little sporting paper published in Washington, has just entered on its second volume, and we cull the following wheel items from its pages: Mr. S. Preston Moses, Jr., secretary of the Capital Bicycle Club, has started on an extensive business tour in the West.... A new cap has just been adopted by the Capital Club, somewhat resembling in style that worn by navy

officers. A dark-blue cover will be worn in cool weather, and a white cover in summer.... Mr. Rex Smith, of fancy-riding fame, has sold his 54 Royal Challenge and ordered a full-nickelled 52 Centaur. In the interval he is occupying his spare time in building a marine bicycle.... Mr. Fred D. Owen, of the Capital Club, is in Newport, R. I., on business.... The Smith Brothers, two skilled bicycle builders, have just arrived in this city from England, and will at once open a manufacturing and repairing establishment.... Most new riders seem to be either very shy of knee-pants or are ignorant of their comfort and safety. Unsightly leggings or pants rolled up at the bottom are common sights, but the latest is a pair of very high boots that are pushing a handsome machine around town, much to the amusement of the old wheels.

BY invitation of the joint committee of the Chicago bicycle clubs, the Marine Bicycle Company, of Portsmouth, N. H. have forwarded three of their standard, boats to Chicago, to compete in a race on Lake Michigan some time during the League meet. The invitation was received too late for the company to finish some semi-racers they are building, and the race will be run on heavy crafts built more for strength than for high speed, but the contest will probably be none the less novel and exciting.

DURATION OF PATENTS. — The Secretary of the Interior has written to the Commissioner of Patents concerning the duration of patents. He refers to the provision of Section 4,887 of the Revised Statutes, which directs that every patent granted for an invention which has been previously patented in a foreign country shall be so limited as to expire at the same time with the foreign patent, or if there be more than one, with the one having the shortest time to run, provided that in no case shall a patent be enforced more than seventeen years. Mr. Kirkwood then sets forth the policy of the law, and concludes his letter with the declaration of opinion that the commissioner should insert in patents issued by him the limitation shown by the facts in his possession touching the existence and date of foreign patents for the same invention so far as developed, and should also refer to the law limiting domestic patents to the life of foreign patents for the same invention. — *Geyer's Stationer*.

BICYCLERS generally will be glad to learn that the attempt of the Pope Manufacturing Company to bulldoze the BICYCLING WORLD has not met with success. The WORLD will express its views, and allow its correspondents to do so likewise, in spite of the imperial House of Pope. Its loss in advertising ought to be more than made up in subscriptions from those who believe the bicycle riders of the country should have a fearless and untrammelled expositor. — *Marblehead Messenger*.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which will be returned in case of rejection. Make checks, drafts, or postal money orders payable to DILLWYN WISTAR, 233 N. 10th street, Philadelphia, Pa. Applications accompanied by fees, as above, and other communications should be addressed to KINGMAN N. PUTNAM, 54 Wall street, New York City. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 2 October, 1880, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

The "LEAGUE HAND-BOOK" contains, in addition to these rules, lists of officers, directors, consuls, and members, and general information, rules for racing, road-riding, etc., and will be sent, postpaid, on receipt of thirty cents, by either of the following parties: BICYCLING WORLD, 8 Pemberton square, Boston, Mass.; *The Wheel*, 187 Broadway, New York; KINGMAN N. PUTNAM, 54 Wall street, New York; DILLWYN WISTAR, 233 N. 10th street, Philadelphia, Pa.; Wm. M. Wright, 791 Fifth Avenue, New York.

To the Board of Officers L. A. W.

A MEETING of the board of officers L. A. W. will be held at Chicago on the evening of 29 May, 1882, at place and time to be decided on that day. Yours fraternally,

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

K. N. PUTNAM, Esq., *Secretary League of American Wheelmen*: Dear Sir,—I have called at your office twice within the last week, and both times was unsuccessful in finding you in. What I wished to see you about was this: cannot an arrangement be made between the League of American Wheelmen and the National Association of Amateur Athletes, whereupon the bicycle championships can be given under the joint auspices of the two associations? In the athletic clubs belonging to the National Association, we have many bicyclists, and naturally take as much interest in the advancement of that sport as any other branch of athletics. Do you think the following conditions would be agreeable to your association?

The bicycle championships at two and five miles to be given at the annual athletic championship meeting.

The National Association of Amateur Athletes to provide three handsome medals, of gold, silver, and bronze, in each contest. Said medals to be inscribed "League of American Wheelmen and National Association of Amateur Athletes," and the races to be judged by gentlemen connected with the League of American Wheelmen.

If an arrangement of this kind can be made, it would do much towards advancing bicycling, and straighten out the differences that have existed between our two associations in the past. Hoping to hear from you at an early date, I remain,

Yours respectfully,

A. H. CURTIS, *President*.

NEW YORK, 8 May, 1882.

To the League of American Wheelmen.

THE above communication from the president of the N. A. A. A. explains itself. The writer has had a conference with their executive committee, with the following result:—

1st. The championship games are to be held at the Polo Grounds, New York City, on 10 June, at 3 P. M.

2d. Entries close 1 June, but entries for the bicycle races will be received up to twelve o'clock noon of 5 June.

3d. The races will be advertised as under the joint auspices of the League of American Wheelmen and National Association of Amateur Athletes, and will consist of two and five mile amateur championships, and one mile League championship, the latter to be open to League members only, and raced under the rule of the League as it stands at present.

4th. All these races to be judged by three judges appointed by the League officers from their own association. Appeal from the decision of these judges (if any) to be made to the general referee in charge of all the championship games.

5th. The National Association to provide three medals for the two and five mile championships respectively, such medals to be engraved "League of American Wheelmen," and "National Association of Amateur Athletes." The League to furnish one medal for the one-mile League championship. (This medal is now held by a Massachusetts wheelman, and must be won by him twice more before it becomes his property.)

6th. The National Association to pay all the expenses of the meeting, and take all the receipts and entrance fees.

7th. Entrance fee two dollars to each race. Entries to be made to "Secretary National Association," Box 3,478, New York City.

8th. The races to be governed by rules to be jointly agreed upon after the reception of the report of the race committee of the League, which will be made at the officers' meeting on 29 May, at Chicago.

It will be seen that the adoption of the above plan necessitates a complete and radical change of the present League rules, which provide for an annual race meeting to be held in the fall of the year; and such a change of rules can only be made at the business meeting of the League on the 29th and 30th of May. This plan, however, has a number of attractive features, and as it has been approved by several of the League officers already (provided it can be carried out without sinking the individuality of the League), it is more than possible that it will be favorably considered at the said meeting; and with this in view, the following understanding has been arrived at with the executive committee of the National Association:—

If the League should accept their proposition and join forces for this year, a telegram will be immediately sent to their secretary. The medals will not be made nor the programmes printed until they are notified of the League's action in the premises. If the proposition is declined, they will give the two and five mile championships under their own auspices without mention of the League. If the League votes to accept the plan, League men will then have six days left in which to get their entries to the secretary of the National Association, which will be full time, as they can decide whether or not to enter nearly two weeks before any action can be taken by the L. A. W.

Yours fraternally,

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

To Members of the L. A. W.

THE following letter of resignation from Mr. Charles E. Pratt, president L. A. W., explains itself:—

KINGMAN N. PUTNAM, *Cor. Sec. L. A. W.*, 54 Wall street, New York, N. Y.: *My Dear Sir*,—In accordance with conclusions to which I have been a long time reluctantly coming, which I conversed with you about when you were in Boston the other day, I have now to communicate to you, and through you to the board of officers, my resignation as president of the League. In the circumstances in which I am placed, and the multiplicity of affairs which claim my attention, I find and have found it impossible to give so much of time and thought and energy to League work as I could wish to give, or as I think the president of the League ought to give. No one, I am sure, who knows about it will doubt my interest in the welfare of the League is just as warm as ever, and my hope and faith in its future success just as strong; nor will you credit me with any disposition to shirk duties which I can possibly or consistently discharge. I have the deepest feeling of gratefulness to all of the executive officers particularly, and to the directors, for the cordial and friendly relations which have existed so long, and for the prompt support which my efforts have always received. I shall still endeavor in such ways as I may find, as a member of the League, to promote its interests and usefulness; and I believe that a change in the office of president, with such a judicious selection as I doubt not will be made, will be one of the things to promote its strength and activity. To you, personally, I have more acknowledgments than I can well express, and hope to take some early opportunity to say to you what I cannot now write, I am, very fraternally yours,

CHARLES E. PRATT.

597 WASHINGTON STREET, BOSTON, 8 May, 1882.

No action can be taken upon this matter until the meeting of the board of officers at Chicago, 29 May; and as there is nothing in the League rules to the contrary, it is presumed that such a resignation cannot take effect until it is accepted by the officers. Yours fraternally,

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

How to Get to Chicago.

SPECIAL Pullman sleeping cars will be attached to the train leaving Jersey City at 7 A. M., Saturday, 27 May, for Chicago via the Baltimore and Ohio Railroad. These cars will be taken and paid for by the undersigned at the lowest contract price, viz., \$100 for a fourteen-section car, and this amount will be apportioned among the men on board. Berths can now be secured from the writer, either from New York, Philadelphia, Baltimore, or Washington. "First come, first

served." Each man's name will be marked down on the diagram of the car as soon as received, and his fare for the berth collected on the train.

The rates for tickets will be 20 per cent off from the regular rate from the starting point to Chicago, to be obtained as follows:—

Send a request to the writer, who will return an order on the ticket agent of the Baltimore and Ohio Railroad in the applicant's city. This ticket agent will then sell the applicant a ticket at the reduced rate, and give him an order on the ticket agent in Chicago for a return ticket. The return ticket will be good for a couple of weeks, enabling the wheelman to stay as long as he pleases in Chicago.

Each purchaser of a ticket at reduced rates will be held personally responsible for the proper use of this privilege; and should he be unable to use the ticket, it will be redeemed by the railroad at the price paid for it, but on no account must it be sold to any other person.

On this train there will be a baggage car fitted up under the writer's supervision for the safe transportation of bicycles, which will be carried free.

All pedals must be removed and firmly tied to the saddle or carried by the owner. Nickel-plated parts should be wrapped with sheeting to prevent scratching; and all wheels should be delivered at the Pennsylvania Railroad Depot, Jersey City, by 6 P. M. on the 27th inst., to secure their proper storage in the car.

Wheelmen coming from Boston and the East will be taken by the Fall River line at 20 per cent off regular fare, or \$2.70 from Boston. An annex boat will wait for them at the dock in New York on Saturday morning and take their wheels and baggage directly to Jersey City, where the car for wheels will be in readiness to receive them. On the return, this car will leave Chicago Wednesday evening, arriving in New York Friday morning, 2 June.

Any wheelman desiring to start before the 27th inst., can secure the same rates by application to the undersigned; but he will have to either crate his bicycle for safe transportation, or leave it in charge of a friend who expects to go on the special train.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

54 WALL STREET, NEW YORK CITY.

CURRENTE CALAMO

CLAFLIN'S new "Rudge" racer is a beauty.

THE annual meeting of the Chelsea Bicycle Club is to be held this evening.

PRINCE'S wholesale challenge ought to make things lively in the professional ranks.

MR. CHARLES E. PRATT, president L. A. W., has departed for Chicago on business.

CAPT. SHILLABER, of the Massachusetts Club, having taken a long breath of the balmy south wind, will immediately put his command to their best paces.

WILMOT, of the Massachusetts Club, did nearly seventy-two miles of road riding one day last week, and was easily able to have repeated the trip next day.

THE Elastic Hose Company has removed to Needham, Mass., where all communications to them should be addressed. See miscellaneous advertisements.

THE Boston Bicycle Club will make their postponed trip to Providence tomorrow morning, according to the programme arranged for last week. About twenty members will participate.

THE Boston Club serenaded "Juvenis," their veteran member, with select and original verses; but as they are copyrighted by the author, we cannot publish them.

THE Massachusetts Bicycle Club's run to Salem, arranged for last Tuesday, was, on account of the heavy roads, postponed to next Tuesday, starting at

9 A. M., and arriving at the Essex House in time for dinner.

A LARGE paper, a large issue, and a large circulation are to be the exterior characteristics of the BICYCLING WORLD for next week. We shall let our readers judge the interior for themselves; but advertisers would do well to make a note of the former.

RE PRINCE'S challenge, Wilmot "deniges of" the soft impeachment, and claims he is still an amateur. Whether he must be rated professional or not, as he makes no claim as a racing man, we fail to see either the sense or utility of challenging him.

THE attention of wheelmen is called to the announcement of the Great American Casino, to open Monday in the Institute Fair building. The grand bicycle event on Thursday evening, between Prince and Mlle. Louise, is bound to develop some fast wheeling.

CAPT. CARPENTER, of the Crescent Club, made an involuntary dismount one day last week, getting a severe bruise on the thigh; in consequence of which mishap he has temporarily abandoned his usual graceful gait while walking, and uses his cane instead of swinging it.

THE machine poet of the Louisville Commercial turned the crank thoughtlessly the other day, and ground out the following enormity (and "still we wonder at crime"):—

"Our ship will never be steered so well,
Since Jenkins has left the 'Wheel';
And if Gilman in turn should leave the 'World,'
How sad we 'cyclers would feel!'"

KINGMAN N. PUTNAM has signified his intention of declining a re-election to the position of corresponding secretary of the League. This action we regret, as Mr. Putnam's conduct of the affairs of the League has been eminently satisfactory, and characterized by that despatch and courtesy which are so necessary to the office of secretary.

THE editor of this paper never "flunks." He was the only Boston Club man who put in an appearance at the railway station last Saturday morning during the northeast storm, armed and equipped as the law directs, to make the proposed trip to Providence and a run to Rocky Point. And yet children wonder what makes the wheels "go round."

ALBERT, the lightning poet of the Boston Club, is guilty of the following, which is said to be very effective when sung by a chorus to the tune of the "Yum, Yum, Yum":—

"There's a man in our club,
Who rides about the 'Hub,'
And his calves are very lean, lean, lean;
But if you tackle him you'll find
He will leave you far behind,—
Need I say that I'm alluding to our
Dean, Dean, Dean,
Need I say that I'm alluding to our
Dean, Dean, Dean."

THE first annual meet of the American branch of the Bicycle Touring Club will be held in New York the 27th inst., the assembling to be at 791 Fifth avenue, from which place a run will be made,

starting at 9 30 A. M., to Yonkers, where a fifty-cent lunch will be partaken of at the Peabody House, followed by a business meeting, after which the return run will be made in time to take the evening train to Chicago. This will give those who intend going to Chicago an opportunity for an enjoyable preliminary, for the committee extend an invitation to all wheelmen to join, and we understand a number of the Boston and Philadelphia riders intend doing so.

Owing to some question as to who is chairman of the Committee on the Revision of the League Rules, the work has been somewhat delayed. Mr. Hodges, of the committee, is at work on the revision, and will submit a draft of the new constitution to the committee previous to the meeting at Chicago. The general idea of the proposed revision is to provide each State with representatives according to its League membership, and to facilitate the business by means of State management, which shall be subservient to the national organization. These officers will be elected by each State, and will form the national board of officers, who shall elect one of their own number to act as president, and shall appoint the secretaries and treasurer. The changes made in the rules which now govern the League are by no means radical, but seem to be what is needed to put it on a working basis, and will allow of proper and just representation.

THE several communications in the L. A. W. department this week are of more than passing interest to wheelmen, and we earnestly commend them to the attention of League members. The communication from Mr. Curtis and the proposition of the executive committee of the N. A. A. A., especially, require consideration, and it is certainly desirable on many accounts that some satisfactory mutual arrangement in relation to amateur bicycling should be arrived at between the two organizations; otherwise, it has already become evident that unpleasant conflicts are likely to ensue, and since the association has offered to meet the League fairly, we trust the latter will as promptly respond. It is as well to state, however, that the proposition respecting the race for the League mile championship to be run on the 10th of June is constitutionally out of the question, as well as unjust to the present holder of the badge, who, not anticipating such immediate action, is now out of practice, and might not be able to put himself into condition for that occasion; and yet we know he has no intention of resigning the championship.

CAPT. HAZLETT, the Portsmouth catamarine, smiles at the yarn about the Biddeford bicyler doing the road from that city to Boston on the machine, and says he thinks the only man in Biddeford who would undertake even a single trip is Director Fairfield, and even he has preferred to car-wheel to Portsmouth and

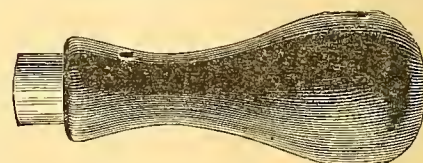
thence bicycle to Boston. His sand-riding powers are well known; but they would be put to a severe test over many miles in Kennebunk and Wells, on a portion of which the sand is so deep that it is impossible to mount the wheel, worse still to ride. The Portsmouth Club walked for miles on their last year's trip to Portland, and the run will not be again attempted. They could find no reliable account that any one had preceded them *all* the distance from Portsmouth to Portland. It may have been done a few times, — for this is feasible but not pleasurable, — and the club would be pleased to put it on record; but they would examine closely the muscles and especially the cheeky face of the seventy-four claimant. The Biddeford Union refers to the story, and heads it, "This is a very big lie." When a marine like Hazlett won't believe it the story may as well stop.

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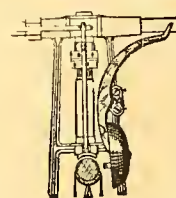
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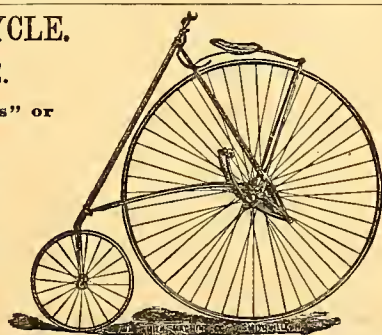
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TRICYCLING JOURNAL.—Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

CYCLING.—Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, \$1.00; six months, 50 cents. *Cycling and Bicycling World* for \$3.00. E. C. Hodges & Co., Boston.

CYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturmy. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

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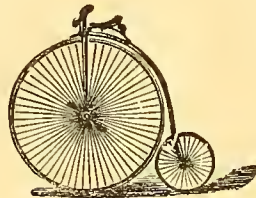
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BOSTON, 26 MAY, 1882.

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Number 3.

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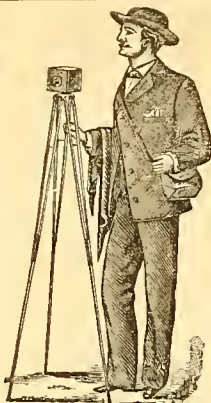
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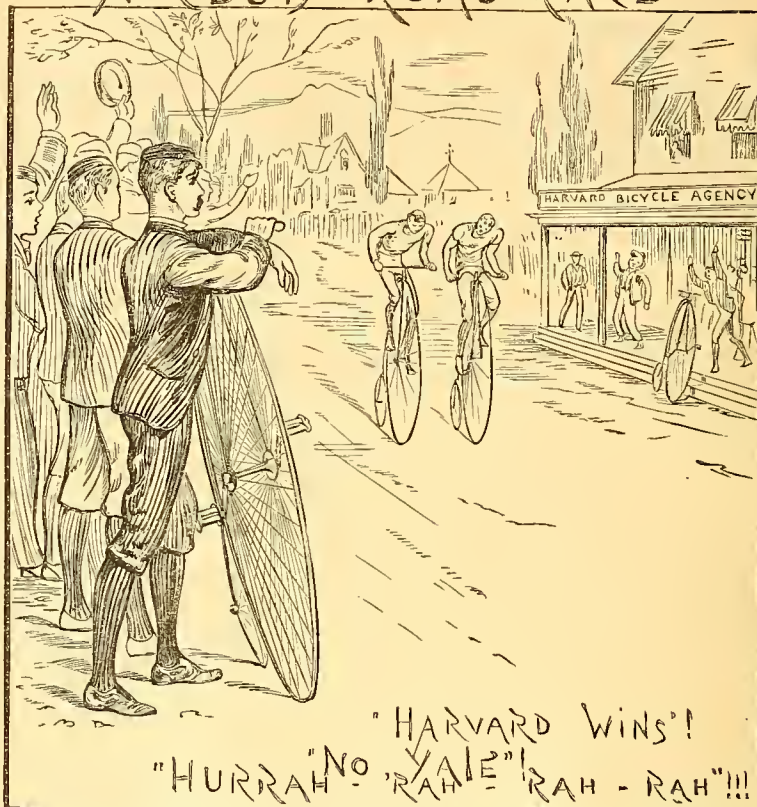
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A CLUB ROAD RACE



The above depicts a very pleasant feature of bicycling as a sport. The club have ridden from their headquarters in the city, to a suburban village some twenty miles away, where they await the arrival of the racing members who were to start just thirty minutes later.

Five minutes more and the two foremost of the racing men—Fri, on his "Harvard," and Yonson, on his "Yale," appear in sight. The pace is tremendous: the men are neck and neck, and Dodges, the captain of the club whom you observe is leaning on his "Shadow" light roadster, in the foreground, declares the race a tie.

"Where are the other men?" he asks.

"Oh, behind, somewhere," is the reply.

"Are there any 'Harvard's' or 'Yale's' or 'Shadow's' among them?"

"Not one."

"Ah! that accounts for it," says the captain.

American bicyclers as a body will realize the force of the captain's last remark, but the thousands of new riders which the coming year will produce should each one of them realize that the only true economy in choosing a bicycle is to be content with nothing less than the very best that money will procure. Each should find out all he can about bicycles before making his choice, and in order to assist enquirers in their search for information, we will, on receipt of a three-cent stamp, send to any address, a copy of our large illustrated catalogue by return mail.

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The Pioneer Bicycle House of America.

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THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 26 MAY, 1882.

THE L. A. W.

As the official organ of the League of American Wheelmen, we have endeavored, during the two years of its existence, to promote the interests of the organization, and secure the support it merits from every rider of the bicycle throughout the United States and the Dominion of Canada. Our columns have been open to such of its members as desired in any way to criticise in a proper spirit, and with a desire for improvement any of its rules or actions. Each month has seen it progress and gain strength until it has not only become the strongest amateur athletic association in this country, but it occupies a recognized position among those of the world. Certain changes in the method of election of officers, and local government, are found to be necessary, by

reason of the immense area over which its membership extends and the sparse wheeling population in many sections. Although many causes have combined to delay and hamper its growth, it has been able to maintain a premier position among bicycling organizations in this country, and is to-day stronger than ever. Its action in regard to the amateur and professional question was firm and just. It maintained its dignity in this respect, and effectually precluded the idea entertained by many that it was subservient to the wishes of the bicycle dealers, who were allowed to enjoy its benefits by the liberality of its promoters. The League is recognized by the N. A. A. A. as the proper association to govern bicycle championship, and the older organization in turn receives the support of all its members for the proper concessions made. This harmony cannot but result in good to both organizations, which have the best interests of amateur athletes at heart, and strive to promote all that is good and pure in competitive sports. Although touring is not as yet largely indulged in, the League has endeavored to meet the wants of tourists by the appointment of consuls, a goodly number of whom already form a nucleus for a more complete system when the needs of its members demand it. The Bicycle Touring Club is considering the feasibility of some plan by which its members visiting the States and members of the League travelling in England may be entitled to the privileges of the two associations, respectively. This is complimentary in the extreme, and worthy of consideration, as it is unnecessary for two associations with the same objects to exist in the same country. In considering the practical benefits derived from membership to the League, the social pleasures should not be overlooked, as they form one of the most enjoyable of bicyclic associations. Wheelmen everywhere should join the League if they wish to secure the full benefits of the sport they already enjoy so much.

ABOUT BICYCLES.

IT is well understood by all experienced wheelmen that the best bicycles used in this country are of foreign manufacture; and no matter what make of machine the new rider uses at first, he eventually settles down to the conviction that he cannot be well mounted until he gets an imported wheel. This is a hu-

miliating conclusion for a patriotic American to arrive at, but unfortunately he cannot escape it; and yet more unfortunately, if his means of indulging in luxuries are limited, he must patiently accept the situation and continue to ride an inferior mount: and this is all owing to what is often misnamed "protection of home industries." That home industry should be protected, that the inventor or holder of an invention of value should be permitted to reap the profit of his toil or outlay in developing his possession, by letters patent, no fair-minded person will deny; but if, as is often the case, through greedily putting the market price of his commodity too high, or through inadequate facilities for production, he fails to meet the public demand for it, the community is made to suffer, he misuses his privilege: and to meet this latter case especially, some legal provision involving forfeiture of patent ought to be devised. Nearly all valuable patent claims are largely based on the element vulgarly called "bluff." That is, if it has always been the custom for carpenters to grind their chisels on a stone turned by a hand crank, and somebody invents a treadle to turn the stone by foot power, and takes out a patent for "a treadle to turn a stone to grind carpenters' chisels on," and when introduced it is discovered that all other kinds of tools can more easily be sharpened the same way, the patentee endeavors to make his claim cover not only all tool grinding by foot power, but polishing, locomotion, and as many more applications as the public makes of it; and generally, by winning a case or two in the courts from some impecunious infringer, he succeeds in "bluffing" the community into tacit acknowledgment of his claim, when really he has no right, nor is a reissue valid which gives him any right, beyond the words of his patent for "a treadle to turn a stone to grind carpenters' chisels." All other chisels and all other tools can be ground in this way by any one. Now, we believe that many bicycle patent claims are just as baseless, and properly disputed would not stand in law; and we intend to investigate and endeavor to show our readers just "how it stands," that they may not be deterred from the manufacture or use of parts not actually covered by patent claims. We are glad that the opportunity is afforded us to do this, as it has long been our desire, and nothing but a natural reluctance to seem hostile to

one of our largest and most paying advertisers has hitherto withheld us. Now, however, by the deliberate act of that advertiser, we are happily relieved from any delicacy in the matter, and can use our pen more directly in the interests of wheelmen. And here let us say we shall do this in no spirit of malice or retaliation, having none but the best wishes for that company's prosperity, but solely with the view of benefiting bicyclers and the cause of bicycling. Meanwhile, experienced riders want good machines at a reasonable price; but while the exorbitant duty of thirty-five per cent is imposed on English-made bicycles, and importers have to pay royalty and license in addition, and home monopoly can charge a first-class price for a second-class article, the outlook for the immediate popularity of bicycling is anything but promising. The best standard quality of road bicycles can be purchased in England for from \$70 to \$80 each; the best American bicycles that can approach them cost \$125. By directly importing a first-class English bicycle, worth \$80 (and it will be first-class), after paying the duty of thirty-five per cent, a royalty of \$10, shipping and freight charges, and several smaller fees, a purchaser will get his wheel delivered him at a minimum cost of \$133. Now, it is obvious that this makes a good bicycle "cost high," and yet "we must have 'em." And just here, it seems to us, is proper work for the League. The import duty is the principal drawback to the procuring of good bicycles at a fair price. Now, why cannot the League use its influence to obtain a special and reduced tariff for bicycles and tricycles? This would be a practical and direct benefit to wheelmen, and would do more to promote the cause of bicycling than the unrestricted use of all the driveways of all the parks in the country, as important as that is. We most earnestly suggest this to the consideration of the annual meeting; and if it be deemed advisable to take any action, recommend that a committee of reference be appointed with instructions to investigate and report what steps, if any, should be taken to effect this desirable result.

Beans and Clams.

NOTWITHSTANDING the disagreeable weather, fourteen members of the Boston Bicycle Club accepted the invitation of the Providence Club to visit their

city, and partake of a Rhode Island clam-bake at Rocky Point. On the arrival of the train at Providence, the Boston boys were met by the Providence Club, under the command of Capt. Cross. Each member of the club was provided with a handsome silk badge bearing the Providence Club seal. This will be retained by all as a memento of one of the pleasantest trips since the formation of the club. Cars were immediately taken for Rocky Point, as the rain and bad condition of the roads made it impossible to wheel down. On the arrival at Rocky Point each man made it a point to enjoy himself and have a good time, and to carry out the programme of pleasures under cover. At bowling the Bostons, as Prince Albert said, "wiped the floor" with the Providence team, but were compelled to relinquish the flag on walking, as President Carpenter defeated Stall in a mile "heel and toe," in 11m. 45s. Then followed a genuine Rhode Island clam-bake, in Tinker's best style, in which the pennant was recaptured from the Providence Club by the efforts of Sig. Nicolini. After dinner singing was indulged in, but resulted in a tie between Prince Albert and the Count. The foot-ball game was won by the Bostons, but the bean team was defeated by the clam team at base ball; score, 23 to 15. — Churchill's attempt to "even it up" being an utter failure. The Boston Club claims that owing to the smallness of the hall the Rhode Islanders had an undue advantage, and will shortly challenge the Providence Club to a match game to be played out of doors. At 5.30 P. M. the boat was taken for Providence, arriving about 6.30. Billy Burton was called upon on the way to the hotel, and welcomed the boys in his usual hospitable manner. An excellent dinner was eaten at the Dorrance about eight o'clock, after which the billiard tournament commenced, resulting in a victory for the Bostons. The greatest victory was won by the Providence Club, who conquered the weather and entertained their guests in right royal style, doing everything to make the day most enjoyable to all who were fortunate enough to be present. The Providence Club is composed of the right sort, and retains well its position as one of the leading clubs in New England. We wish them success and prosperity.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI CLUB, MAY:—

Saturday, 27. Cars for Chicago, Ill., to attend L. A. W. Meet.

Sunday, 28. Headquarters 10.30 A. M. Natick via Newton Centre, Grantville and Wellesley. Dinner at hotel at 1 P. M. Return 2.30 ad lib.

Tuesday, 30. Rendezvous at Whitney's Hotel, Nahant, 12 M. Start for home 2 P. M.

Tuesday, 30. Rendezvous Grand Pacific Hotel, Chicago, Ill., 9 A. M., L. A. W. Meet. Full uniform.

Members are earnestly requested to be on hand for prompt starts. Members will appear in uniform during the May events.

ROXBURY BI. CLUB, MAY:—

Sunday, 21. To Natick via Brookline Reservoir and Wellesley.

Sunday, 28. To Black Rock House, Cohasset.

30 May. Crescent Bicycle Club. Trinity square, 10 A. M., for run to Lexington via Waltham.

CHELSEA BI. CLUB.—At the annual meeting of the Chelsea Bicycle Club, held 19 May, the following were elected officers for the ensuing year: President, William E. Gilman; secretary and treasurer, Wendell P. Yerrinton; captain, Francis W. Whiting; sub-captain, Joseph F. J. M. Brown; first lieutenant, Harry W. Turner; second lieutenant, James H. Eustis; bugler, Horace J. Phipps; color bearer, Lorenzo T. Farnum; club committee, J. A. J. Wilcox and Frank M. Gilley. The club also adopted a badge design, the badges to be the property of the club, and appointed a committee to procure them. Capt. Whiting has already assigned club runs for to-morrow and Memorial Day. The club will have thirty-three votes in the annual meeting, and will send three men to Chicago.

RACES

Coming Events.

30 May. Williamsburg Athletic Club, Brooklyn, N. Y., two-mile bicycle handicap. G. R. Smith, secretary, cor. Penn and Rutledge streets, Brooklyn.

3 June. Manhattan Athletic Club, New York. One-mile bicycle handicap. F. J. Graham, 56th street and 8th avenue.

3 June. Montreal Athletic Association games. Three-mile bicycle race. Chairman sports committee. Box 1, 138, Montreal.

8 June. Oxford Agricultural Fair, Oxford, Chester County, Pa. Bicycle races. T. K. Stubbs, Lock drawer 365.

10 June. Amateur championship meeting of the N. A. A. A. Two and five-mile bicycle races. Secretary, Box 3, 478, New York.

GRAND RAPIDS, MICH., 16 MAY.—About a thousand people were at the fair grounds to witness Elsa Von Blumen's race with horses, as announced. The weather was all that could be desired for a good afternoon's sport, save the prevalence of a cold western wind. This interfered somewhat with Miss Von Blumen's chances of making fast time. At 2.30 Miss Von Blumen emerged from the tower part of the judges' stand, clad in a becoming suit of steel-gray. She was given a trial of one mile so as to regulate her speed with the trotting horses. She made the mile in 4.36. It was decided that the trotter should go one mile and a half to her mile. Her first heat was with White Cloud. She beat him by several lengths in 4.37. The second heat was won by Miss Von Blumen, beating "John the Reformer" by a length. Time, 4.32. The third heat was won by "Martin L." Time, 4.31. "Mulligan," the pacer, was chosen for the fourth heat, and at the finish the little lady was just turning into the stretch as he went under the wire. Time, 4.35. The fifth and last heat between "John the Reformer" and Miss Von Blumen was won by the latter, who came out fifteen lengths ahead, amid deafening applause. Time, 4.28. The

amateur bicycle race, one mile, for a silver cup given by Miss Von Blumen, was won by Frank Escott. Time, 4.07. In this race Mr. W. H. West, of Barlow, Wilson, Primrose & West's minstrels, and Mr. Dudley Waters each went a half-mile against Escott.

WASHINGTON, D. C., 20 MAY. — The Capital Bicycle Club's third annual races were held the 2nd inst., postponed from the 13th, and the following is a summary of the result: —

Three-mile Race. — J. McK. Borden winner, time 10m. 46½; J. C. Smith second, time 10m. 47s. Mr. Frank Howard of New York, who entered this race, met with an accident on the first lap, which necessitated his retirement.

Quarter-mile Race. — Heats, best two in three. Won by H. T. Davis, time 45½s., 47¾s.; L. J. Barber second, time 47¾s., 48s.

Half-mile Race. — Two trial heats, first man in each heat, and best second man to contest for the third heat. Won by W. F. Crossman, time 1m. 40¾s., 1m. 45½s.; L. J. Barber second, time 1m. 36¾s., 1m. 46s.

One-mile Race. — Handicap, J. McK. Borden scratch, E. H. Fowler 133 yards. Borden winner, time, 3m. 10s.; Fowler 3m. 13¾s.

Five-mile Race. — J. McK. Borden winner, time 17m. 44s.; L. O. Howard second, 19m. 2½s.

Mr. Borden's time for one mile (3m. 10s) is the best recorded racing out-door time made in this country. The following were the officers: Judges and timekeepers, Max Hansmann, P. T. Dodge, Capt. Alfred Trego; referee, C. E. Hawley; record keeper, Francis E. Dunn; starter, Capt. Herbert S. Owen. The prizes were gold and silver medals. The quarter and half mile races were from flying start; the others from standstill.

STATEN ISLAND, N. J., 20 MAY. — The spring games of the Staten Island Athletic Club occurred on Saturday last, at West New Brighton. The final event was a three-mile bicycle race, handicap. E. A. Thomson, 10 seconds, first, 11.42¾; F. A. Davidson, 5 seconds, second; W. H. Austin, scratch, third.

MOTT HAVEN, N. J., 20 MAY. — The Columbia College Athletic Association held a field meeting on the grounds of the N. Y. A. C. at Mott Haven, on Saturday last. A two-mile bicycle race was contested by C. A. Reed, who holds the best college record, and R. G. Rood. The latter won in 7.4½.

CAMBRIDGE, MASS., 22 MAY. — At the spring meeting of the Harvard Athletic Association, held on Jarvis Field Monday afternoon, 22 May, a two-mile bicycle race was among the events. This was participated in by Eliot Norton, '85; A. F. French, '85; R. S. Codman, '83. A very good race was expected, since Norton has been showing some remarkable time in his practice, and it was

thought that the records would be cut. French took the lead at first and continued it through the first mile, which was finished in 4.02. On the second mile Norton laid down to his work and got a good lead, which he held till the last quarter of the last lap, when Codman spurred, passed to the front, and won the race in 7.52. The best college record is held by C. A. Reed of Columbia, and is 6.51.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

League Consuls.

Editor Bicycling World: — Allow me through your columns, to suggest to the directors of the L. A. W. the importance of extending the list of consuls. In every place where there are members of the League, it seems to me it would be advantageous to have a consul.

In Marblehead the local club has over a dozen members belonging to the League, yet no consul has been appointed here. Tourists arrive every week, but know not whom to call upon for information regarding roads, hotels, etc.; and doubtless the same is true of many other places. Of course the wheelmen are ever ready to assist visitors in any way, but naturally they are *not* always at hand when wanted, whereas a consul could at any time be found, as his address would be known to all bicyclers.

The influence of the wheel is spreading rapidly, and it behooves the League Directors to do everything possible to facilitate bicycling, and to render touring pleasant. It adds immeasurably to one's enjoyment of a trip to know that he will meet with friends along the way to point out the best roads and show him the most desirable stopping places.

It would greatly benefit bicyclers if every town and city were provided with one of these needful officials; but as that is at the present time impossible, I hope the directors at the annual meeting this month will see that no place where there is an L. A. W. member is without a consul. By so doing, they will merit the gratitude of many wheelmen.

GEESEE.

MARBLEHEAD, MASS., 18 May, 1882.

[If our correspondent had suggested the needs of Marblehead to either of the State directors, a consul might long since have been appointed. We have now in our mind one who would fill the office admirably, and venture to suggest the appointment of George Chinn. — EDITOR.]

Dunkirk Ideas.

Editor Bicycling World: — In reply to Director Smillie's criticism of my plan for reorganizing the L. A. W., let me say first, that the main ideas in it were taken

from Mr. S.'s elaborate revised constitution, a copy of which he was kind enough to send me. It seemed to me that if we adopted his plan of electing directors on a purely geographical basis of apportionment, we should thereby do injustice to League members residing in districts where there are many bicyclers. In fact, the vote of a bicyclist in New York City, for instance, would practically count for only a fraction of as much as that of a bicyclist in some country district, where less than one hundred bicyclers would have the election of a director to themselves. In presenting my plan, I had no intention of casting any discredit upon the labors of the New Jersey director, who has won honorable distinction by his devotion to the real interests of the League. I am of the opinion that his general plan should be adopted as the *basis* of the reorganization which must come, if the League is to live; but a full discussion of the matter will doubtless bring out many points requiring modification or amendment. As I, unfortunately, shall be unable to attend the Chicago Meet, I desired to contribute my quota to the discussion in the League organ. I am not strenuous that *my* plan should be adopted, but hope that *some* plan free from the injustice and absurdities of the present one will be determined upon. It is no discredit to the original organizers of the L. A. W. to say that their plan of organization is ridiculously unsuited to the present wants of the League. The L. A. W. is now a sturdy youngster, who has grown beyond the fondest expectations, and it cannot be expected that the swaddling clothes of the Newport baby should fit the Chicago stripling. "Subordinate State organizations" should be the watchword of every true friend of the L. A. W. at Chicago; and I much fear that if, through blindness, pride, or prejudice, this should be refused, the alternative will be the "Ohio idea" of "Independent State Leagues."... I see the directors are bestirring themselves and stirring up consuls in the matter of road routes, etc. This is as it should be, and shows that the official hide is not totally insensible to the prickings of the gray goose quill.... In the matter of the Pope Manufacturing Company *v.* The BICYCLING WORLD, I have heard but one opinion expressed by wheelmen, and that is of sympathy with and admiration for the manly stand taken by the BICYCLING WORLD, and surprise at the course taken by the Pope Manufacturing Company. "Cyclos" has been a staunch supporter of the Pope Company from the first, riding its machines (paid for in full — no discount), and defending it against the complaints of those who were disposed to look upon it as a grasping monopoly; but he can, in the present case, only express his surprise and regret at the childish display of temper which led to the publication of Col. Pope's long letter, and the subsequent withdrawal of the Pope Company's advertisement from the WORLD. It is certainly true that wheel

men have had to submit to delays of from two to six weeks before receiving wheels ordered this spring, and this *not* only where the wheel selected was the "Expert." As no special firm or person was named by your correspondent, it was quite unnecessary for the Pope Manufacturing Company, or the sewing-machine company which makes their bicycles for them on contract, to put on the cap unless they were sure it would fit. In the language of the wild, free West, "If they had n't of hollered nobody would have knowned they was hurt." ... Have recently tried a Livingston cyclometer, and find it simple, accurate, and strong. It must register every revolution, and does not seem likely to get out of order. Its weight is really the only objection that can be urged against it. I hope soon to have an opportunity of trying one of the little Fairfield cyclometers and reporting results. ... The general outlook for bicycling is very encouraging. New riders are added to the ranks almost daily, and the popular prejudice against the vehicle is fading. With wise action at Chicago, we may look with great confidence for the prompt recognition of the bicycle as the coming vehicle for business as well as for pleasure.

The WORLD for 19 May just received, and I wish to add my indorsement of what "Kol Kron" says about keeping good men in office, if they will stay there. I am totally opposed to the "rotation in office" business. "If you get a good thing, keep it," applies to officers of organizations like ours quite as much as to anything in this world. A new man is always an experiment, while the old one who has done well is likely to do better with the advantage of increased experience. This may look like a mutual-admiration dodge on the part of "Cyclos" and "Kol Kron"; but it is n't, for I have n't the pleasure of "Kol Kron's" personal acquaintance, and utterly failed to penetrate his incognito when I was in New York this winter, though I did want to take him by the hand and ask him to take another ride over the best eighty miles of road in the country, whereof he has written so feelingly and so justly in his account of his Western trip.

CYCLOS.

DUNKIRK, N. Y., 19 May, 1882.

An Explanation.

Editor Bicycling World:— "Pedal Pusher" submitted without a murmur to the unpleasant sensation of being vigorously sat down upon, as he read the two articles concerning the Essex Meet in the last number of the WORLD for considering the circumstances, his remarks on that topic in the preceding issue were exceedingly discourteous; but he begs to inform President Currier and "869" that his letter was sent to the WORLD three weeks before it was printed, and that at the time it was penned the writer was not aware that any one club had taken hold of the matter, and consequently was at loss to understand why

Lawrence had been chosen for the Meet, rather than some more centrally located place. Had he known that the Lawrence Club was pushing the matter, he would have applauded their enterprise, and sworn that the best roads in the State were to be found in the northwestern corner of Essex County!

P. P.

SALEM, 20 May, 1882.

Si Elmer's Last Race.

Adapted by CAPT. C. P. SHILLABER from "Sir Aylmer's Last Fight," by CHAS. J. SPRAGUE, read at the annual dinner of the Massachusetts Bicycle Club, 7 February, 1882.

Si Elmer was a valiant man
As ever mounted wheel,
And since to race he first began,
No matter what length of race he ran,
Not one, in speed, had matched his horse of steel.
Si Elmer had been to England,
And there, in many a race, both fast and slow,
Had waxed some scores of Englishmen,
How many I do not know.
He had started in many and many a race,
And rolled in ahead of Cann,
And Keen and Stanton, too; with DeCivry and Esperon,
In France he had tried a hand,
And so with Terront and Pihan,
And without a miss had beaten every man.

He could eat and drink as well as run,
And yet I must declare
That after a tight his head was light,
And he did not seem to be so bright
As after a "spurt" at a fair.
But that, you know, is a common thing,
And nobody cares at all:
Si Elmer was a tough young blade
As fast young men are often made,
And lived by himself in bachelor's hall,
Where wheelmen came,
And drank and sang
And played the "poker game."

The day was fair and the sun was high,
As Si Elmer rolled along.
He was bound for the races at Beacon Park,
Where the Crescents and Massachusetts men
And Postons, primed and ready for a lark,
Had assembled to see the tourney.
If you wish to know what a tourney was,
You must read it in Ivanhoe:
The glittering armor, the waving crest,
The swinging mace, and the lance at rest,
That wonderful tale will show.
But this was a bicycler's tourney,
When nickelled wheels and pennants gold
Made a sight as pleasant to behold
As could have been those sports of old.
The crowd was dense; all eyes were bent
Upon Si Elmer; his haughty lip with pride was curled,
As he reached his private tent,
The champion of the world.
He stretched the jersey on his back,
And quaffed a glass of "shadygaff"
To cool his heated blood.
His friends were there, and ladies came
And ranged themselves around.
'Tis true, there are indeed some dames
Who enjoy these downright muscular games;
They do not faint nor shriek nor cry
To see some dozen gentlemen lie
All smashed up, on the ground.
Their interest is to see and know
'Tis none but their particular beau
Who leads the race and shuns the "header";
No prudish fear their nerves betray
At any unusual "spreader."
Si Elmer strode within his tent,
And calmly sat him down.
Outside there stood his shining wheel,
A "Taurus," bright as the brightest polished steel.
It had been published that on this day,
That whatsoever wheelman came
To touch this wheel, should race the man of fame,
And accept from him one lap in every ten.

Si waited, wondering who would dare him,
When silently there rode along
A wheelman through the surging throng;
His waving plume, the pennant that he bore,
The wheel he rode, the uniform he wore,
All snowy white. None knew his name,
Nor when nor whence nor why he came;
And as he rode, by one consent
All stopped to view him. On he went,
Straight to Si Elmer's pennoned tent,

As though on special purpose bent.
All silent as the grave he rode:
What might that wondrous sight forebode?
His wheel appeared with velvet shod,
For no one heard him as he rode.
No clink or rattle could any hear.
'T was strange, this rider's still career!
He stopped before Si Elmer's tent,
Dismounted not, yet stood quite still,
And tapped the wheel; but yet no sound
Reached them who, gazing, stood around
Rapt in astonishment.

Si Elmer pulled his skull-cap tight,
For, wonder at this as well he might,
The challenge he must meet.
Yet, fleet as he was, I fain must say
A shudder came over him on that day,
And he shook on his steel-ribbed seat;
But forth he rode with the stranger white,
Upon his good staunch wheel,
And felt his confidence come back,
As he thought,—"Why, surely my limbs don't lack
Their wonted strength of steel!"
The mayor, the city fathers and ladies there,
And all the motley crowd,
They looked with a feeling akin to fear,
As the champion of the day drew near,
And spoke ne'er a word aloud.
And then the sound of the trumpet came,
Like the blast of the judgment day,
And stout Si Elmer grasped his wheel
As he heard the note and nerved his hand
The mandate to obey.
"Are you ready?" the pistol's sudden crack
And both speed round the track.
Like arrows from the loosened bow.
Lap after lap is run, and Si gains constantly:
He ne'er rode half so well!
But look! the man in white is thrown,
A most terrific header!
And like a pipe-stem the white backbone
Is snapped asunder
But could it be? They rubbed their eyes,
And gazed in wonderstruck surprise,
And so indeed would you;
For the man in white received the blow
As if 't were nothing, nor seemed to know
His machine was smashed in two!
Quick he was on his feet, and calm
As any child at play,
He tucked the severed backbone 'neath his arm,
And as the Italian Scuri mounts one wheel,
So mounted he and rode away,
Faster than Prince at Highham.

The race was done;
By that stranger white 't was won.
But at the finish he reached his hand
And touched Si Elmer,— no more;
Only a touch, and all was o'er:
And yet Si Elmer reeled and fell
Stone dead before the judge's stand.
The plucky youth who rode so well,
Whose speed full many a tongue could tell,
Would mount his wheel no more.
They, wondering, bore his corse along;
And where the jest and laugh and song
Had nightly echoed, late and long,
There in his bachelor's hall
His stalwart form in state they laid.
His friends there sobbed and wept and prayed,
And then, with a vulgar pick and spade,
For the proud young wheelman a bed they made,
So low that he never by mortal aid
Would mount at the trumpet call.

The stranger white he went away,
But where he went none ever could say.
And yet I believe we all
Shall hear his challenge at our tent:
A summons to that struggle sent
Where strength and skill are vainly spent,
Where headers come to all.

How it Stands.

THERE are hundreds of riders of the wheel who have wondered what the relative standing of the bicycle and velocipede patents were in this country, and why they were obliged to pay the price asked in the American market for their vehicle. While the writer would be loath to injure the rights of the American patentees, or to express any legal opinion, there is a feeling that it would be doing a service to the readers of this journal to state what these patents

are, and for what they were taken out. Where they were designed to express and explain a specific thing, to be used for a specified purpose, the intent of the inventor will be shown in the specification wherein he applied for the patent; and as the Supreme Court has clearly and intelligibly stated that a patent covers only what is clearly described and stated in the application, our readers can readily interpret what is covered and what is not. It is a notorious fact that many patents are interpreted by the holders to cover what they never dreamed of at the time of the application, which idea, if sustained, would work to the disadvantage of the public; but happily the Supreme Bench has said (Justice Bradley): "We regard with jealousy and disfavor any attempts to enlarge the scope of an application once filed, or of a patent once granted, the effect of which would be to enable the patentee to appropriate other inventions made prior to such alteration, or to appropriate that which has in the mean time gone into public use" (7 Otto, 563).

There must be some novelty in an invention to procure a good patent, and that patent is only good for what is shown in it. An American patent is granted for seventeen years, and cannot be renewed. In the course of the review of this subject it will be stated when these patents expire and become public property. The great interest in this question is the rights of the public. These are held to be primary, and the rights of the inventor — which *do* exist, and should be respected for what they *are* — are regarded as secondary. Without the first part, the second could not survive. The patent interest, as it stands to-day, can, without any disrespect to the owners of patents, be termed a monopoly, particularly as it is continually so asserted by the owners. The writer, having had considerable experience with a similar condition of affairs in another branch of the machine business, and having observed the attempts of an apparent monopoly to regulate the business in his particular line, on probing the matter in question and pursuing it in the courts, demonstrated the inclination of what appeared to be the controlling party to have the public understand that they, for instance, holding a patent on a particular kind of telegraph wire or line, could prove that every housekeeper who put up a *clothes line* infringed on their patent on a telegraph line. This was absurdity, poor judgment, and "bluff." All such arguments are now of the past, and have no force in this country.

On examination of the patents applying to this subject, there are several that date back in the sixties. In April, 1866, a patent was granted to H. A. Reynolds on a child's hobby horse mounted on wheels; a movement of the feet actuated cords or straps which turned the rear wheels. In November of the same year, P. Lallement, of Paris, France, patented in this country a velocipede which was an arrangement of two wheels, provided

with treadles and guiding arms, — substantially the old French machine. On 27 November, 1877, eleven years after, this patent was reissued; that is, the old one was surrendered and a substitute taken out. In the reissue it will be observed that there has been *added* the claim of opposite cranks on the front wheel, to be trod by foot to propel the machine. This reissue will expire at the same date as the original patent, November, 1883. It is doubtful if the reissue could be sustained except for what was in the original patent of 1866. The reissue also claims in addition the arms to turn or guide the front wheel, and the wheels one in front of the other, in line. The patents that have thus far been cited are intended to cover the velocipede as a whole. There are other patents which are found, but they are on peculiar three and four wheel machines which do not materially affect the interest of the present bicycle.

There are a large number of patents on improved wheels and other parts that go to make up a vehicle. The first of interest which was issued is the patent to Buzzell, 1 October, 1867. This is on a carriage wheel; and the improvement, as stated in the patent, covers wire spokes coiled around a ring near their central attachment, to give elasticity to the wheel. The writer is not aware whether this was the first wire-spoked wheel patented; but from the appearance of the patent, it was a method of making elastic spokes by the peculiar arrangement stated, the evident novelty being the elasticity rather than the wire spoke. During December of this same year, J. Radden took out a patent, No. 72,538, also on a carriage wheel, which covered several additional improvements. In his patent he claims the felloe and rim of wrought-metal *tube*, and the spokes are to rest against *elastic blocks* (?) in the tubular rim. This patent has also been reissued, the substitute having been taken out and assigned to other parties in December of last year, and it will consequently expire in December, 1884.

Attention is called to the marked changes in the wording of the reissue. In the first patent the invention might be described as a tubular rim, with square boxes projecting from the rim toward the centre of the wheel, and in each of these boxes is a block of soft rubber. The end of the spoke was fastened to this block, and when the wheel was used the rubber took up the jar and kept it away from the hub. This patent was apparently intended to accomplish the same as the Buzzell patent, which is prior in date. In the reissue there are several claims added, one of which (1) makes the felloe of wrought *iron tube*, the outer surface of which is flattened and surfaced by a tire; (2) a hollow metallic felloe and metallic spokes, and the method of fastening the spokes by metallic plates in the felloes; (3) a spoke headed in the felloe, and a tire to bear the tread, having an elastic cushion between end of spoke and the tread. The claims for

these inventions, which are stated above in the reissue, are not shown in the original, and it does not appear why a reissue was granted. In 1878 a patent was granted to G. Hanlon *et als.*, which was reissued in the following year. This describes the adjustable seat on the perch, and adjustable pedals, so that the machine could be used by tall or short persons. In the reissue the claim of the bifurcated fork is added.

There are also noticed a large number of patents which are apparently of little or no value as the trade goes, and will probably never be developed. This subject of the American patents on our wheels and what they apply to cannot be dealt with in one paper, and the subject will be continued hereafter. The reissued patents are regarded as the important ones to discuss, and on this point it is intended to give the decisions of the Supreme Court in such cases. Thus far the early patents have been examined, and the intents and claims which appear in subsequent patents will receive attention where they appear pertinent to the present.

Bicycles in Fairmount Park.

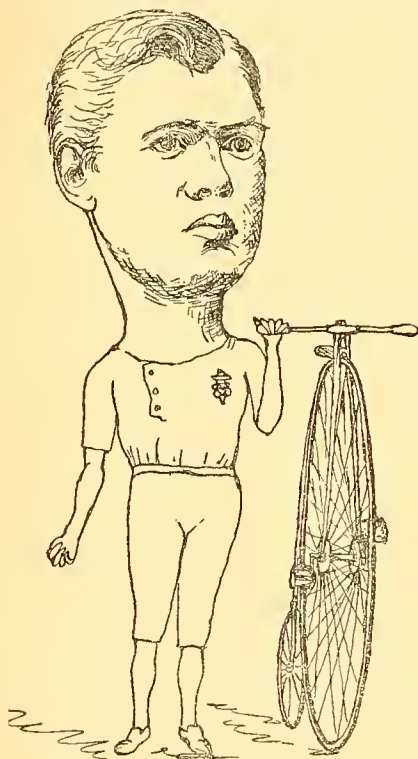
At a meeting of the Fairmount Park Commissioners, Philadelphia, held 13 May, the protest against bicycling in the park was thus sensibly disposed of, as reported by the *Bulletin* of that city: —

A communication from Gen. Isaac L. Wistar complaining of what he termed "the deadly bicycles" was received. He stated that he had had a narrow escape with his life because of the fear of bicycles entertained by a "quiet old family roadster" belonging to him. He thought that in this matter the smaller interests should give way to the greater, and he added that he was afraid to take his family to the park any more. "I pay taxes to the city for my horse and carriage, and yet have no roads but those in the park, and I dare not go upon them except at the risk of my life. Why cannot the bicycles be prohibited from using the park after 2 P. M.?" The communication was referred to the committee on superintendence and police.

Mr. Remak, chairman of that committee, later in the session made a report on the subject of bicycles in the park, submitting all the communications and papers relating to the subject which have been received. He said that the first time objections to the bicycles were heard of was when the superintendent complained that horses shied at them. At the next meeting of the committee Gen. Thayer submitted a report in which he recommended the total restriction of bicycles in the park. Following, there were voluminous reports from guards and others stating that the bicycles caused the horses to become frightened. Some of these reports were found to refer to last summer, but no accidents were reported. On 16 April the superintendent went to Mr. Remak's office and reported a fatal accident, resulting from a horse

becoming frightened at one of the "wheels." The commissioner at once said that if that were so the bicycles should be stopped altogether; but on a little investigation it was found that the man was not dead at all, and there was a mystery as to the cause of the accident. Mr. Remak then went on to say that he had taken the trouble to watch the horses and bicycles, and far from finding them objectionable, considered them quite an addition to the beauty of the park. Where one horse shied at a bicycle, six became frightened at water carts, or at parasols, or at brilliant articles of clothing worn by the ladies. In conclusion, Mr. Remak thought the board had better let the whole subject alone. The other commissioners took the same view of the matter, and the various papers were ordered to be filed.

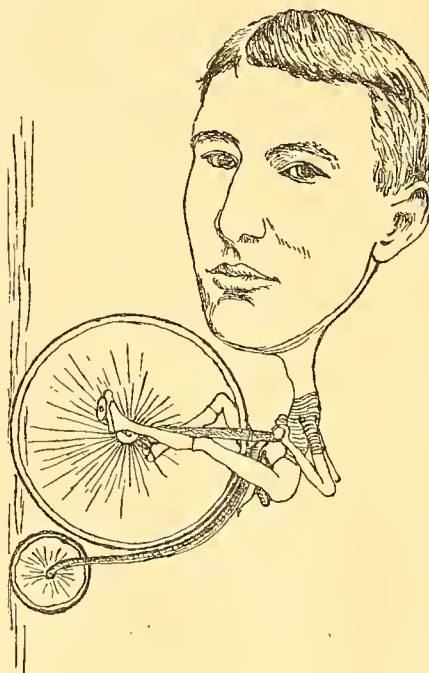
OUR PORTRAIT GALLERY.



No. 3.

THIS portrait, reader dear, which we present, is Lew. T. Frye, drawn from a photo. sent by Lew. himself, and gives a very good idea of him when in a quiescent mood. The attitude blends dignity with grace, and suits him well. His strong and handsome face expresses mildly the elation felt by one who holds the L. A. W. belt; and as his left hand grasps the handle bar of his good S. H. F. H. semi R., his half-extended and half-opened right reveals fair courtesy and honor bright. His full red lip, his eye of heaven's own blue, his clustering locks of—call it golden

hue, his stalwart frame, his air of manly grace, all speak the hardy Anglo-Saxon race. Though born and reared in rural Marlboro' (distant from Boston thirty miles or so), yet all New England owns and proudly claims his, too, among her list of honored names. Long may he live, and still propel the wheel on road and race-path with unflagging zeal; and when life's race is ended, may he rest with the League medal still upon his breast.



No. 4.

THIS is Gideon. Not that old Hebrew scourge of the uncircumcised Midianites, who never went on a raid until he knew he had a sure thing, and the Lord to back him. No; our Gid. is the great Germantown G. D. Giddy, who, despite his name, is not a giddy 'un. Although a descendant of the "minute men" of '76, he is himself a three-minute man of '82. He is a Quaker, because he is a Philadelphian. He is a Shaker, because he generally shakes all competitors in a race. He is tall and lithe, like a Susquehanna raftsmen, with an eye as black as a Pittsburg fence, and a great mouth for pie. The picture represents him forging ahead (the "devil," craning over our shoulder as we write, says the artist forged a head when he drew the picture), as if Dean or Corey or Claflin was trying to pass him. The close observer will notice that his "form" abounds in points, the principal ones being at the elbows, the feet, and the—saddle. We would like to say more about Gideon, but this is only a "special" number anyhow, and he has n't paid us anything to advertise him, either, so we will treat him as his racing competitors are obliged to do,—let him pass.

WHEELMEN from New England in tending to go to Chicago *via* New York should start this (Friday) evening, in order to take in the Bicycle Touring Club meet in the latter city to-morrow. It will be a good time and well worth another day's vacation to attend; besides, it will be aiding and encouraging a good institution. Chief Consul F. W. Weston will be there of course.

WHEELMEN in this vicinity who intend to avail themselves of the arrangements secured by the Boston Bicycle Club for passage and transportation to Chicago to attend the Meet, must have their machines, ready crated, at the Fitchburg Station, Boston, as early, *sure*, as *four o'clock* Saturday afternoon, to secure their shipment on the train. The train will start at six o'clock P. M. Those who prefer may send their machines to the Boston Bicycle Club headquarters, 53 Union Park, Saturday morning, whence they will be carted to the station with those of the club.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

KOL KRON, New York. MSS. received and will be used soon.

PENITENT, Dunkirk, N. Y.—Article received and under consideration. Thank you.

K. K., Montreal.—Glad to hear from you once more. Will publish your communication next week.

J. S. N., Holyoke, Mass.—Communication received and contents noted.

W., Lynn, Mass.—Too late to be available, as "Pedal Pusher" explains.

W. A. S., Wilmington, Del.—Thank you for the clipping. The light appears to be nothing but luminous paint, and has been used here for both bicycles and horses.

A. G. C., Canandaigua, N. Y.—We do not know what arrangements have been made, if any, by Secretary Putnam, or other parties, for reduced rates along the railroad lines for intermediate stations, but presume you can obtain discount on application.

Editor Bicycling World:—May I inquire through your columns the condition of the roads from Girard, Pa., to Rochester, N. Y.; also, if the turnpikes are passable for bicycles between Philadelphia and Bellefont, Pa.?
H. T. R.

PHILADELPHIA, 22 May, 1882.

Editor Bicycling World:—Can any of your correspondents inform me as to the roads between Albany, N. Y., and Worcester, Mass., whether they are rideable or not? and oblige
"1089."

NEW YORK, 15 May, 1882.

The Wire Gauge.

Editor Bicycling World:—Seeing in a mechanical paper a question relative to the difference between the English and American wire gauges. I thought it might be interesting to wheelmen to know something of the subject. The divisions of the Birmingham or English wire gauge are not made with regard to any system; while those of the American gauge, which is coming largely into use in this country, increase by geometrical progression. As England is our authority on bicycles, the Birmingham gauge is employed to measure the thickness of the spokes, backbones, and forks of bicycles. In both systems, greater numbers mean less thickness:—

BIRMINGHAM GAUGE.

No. 10.....	.134
" 11.....	.12
" 12.....	.109
" 13.....	.095
" 14.....	.083
" 15.....	.072
" 16.....	.065

The sizes are given in decimal parts of an inch. In the American gauge the corresponding numbers represent larger sizes: as, for instance, in the American gauge No. 10 is .102; No. 11, .091; No. 12, .081.

CHELSEA, 18 May, 1882.

F. M. G.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or, 50 cents each for members of a club whose entire active membership joins. Each application must be accompanied by the fee, which will be returned in case of rejection. Make checks, drafts, or postal money orders payable to DILLWYN WISTAR, 233 N. 10th street, Philadelphia, Pa. Applications accompanied by fees, as above, and other communications should be addressed to KINGMAN N. PUTNAM, 54 Wall street, New York City. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 2 October, 1880, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

The "LEAGUE HAND-BOOK" contains, in addition to these rules, lists of officers, directors, consuls, and members, and general information, rules for racing, road-riding, etc., and will be sent, postpaid, on receipt of thirty cents, by either of the following parties: BICYCLING WORLD, 8 Pemberton square, Boston, Mass.; *The Wheel*, 187 Broadway, New York; KINGMAN N. PUTNAM, 54 Wall street, New York; DILLWYN WISTAR, 233 N. 10th street, Philadelphia, Pa.; Wm. M. Wright, 791 Fifth Avenue, New York.

To the Board of Officers L. A. W.

A MEETING of the board of officers L. A. W. will be held at Chicago on the evening of 29 May, 1882, at place and time to be decided on that day. Yours fraternally,

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

L. A. W. Constitution.

THE following is the draft of the new constitution that will be submitted to the general meeting, in Chicago, May 30, with such amendments as may be suggested by the majority of the committee. In drafting the changes, I have worked on my own ideas, with suggestions kindly made by friends. Owing to the length of time taken to thoroughly revise the constitution and by-laws, this draft has not been submitted to the other members of the committee. The chairman of the committee having neglected to submit a draft, the following is respectfully submitted for correction or adoption.

Very truly,

EDWARD C. HODGES,
Member of Committee on Revision of By-Laws.
CONSTITUTION.

1. THIS organization shall be known as the "League of American Wheelmen."

2. Its objects are: to promote the general interests of bicycling; to ascertain, defend, and protect the rights of wheelmen; and to encourage and facilitate touring.

3. Any amateur wheelman in good standing may become a member of this League upon payment of an initiation fee of \$1.00, and approval by the board of officers or a committee thereof, after the publication of his name in a list of candidates in the official organ of the League at least two weeks previously; provided that the entire active membership of any recognized amateur bicycle club may be received at one half the above-named initiation fee per member.

4. Its officers shall be a president, a vice-president, a corresponding secretary, a recording secretary, a treasurer, chief consuls, one from each State, and representatives, one for every hundred League members in each State; and these officers shall form a board of officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this constitution, and shall have power to fill vacancies.

RULES.

OFFICERS.

1. The president shall preside at all meetings of the League and of the board of officers; shall appoint all committees not elected by ballot; may fill *pro tempore* any vacancy in any office or committee until the next ensuing business meeting of the board; shall exercise a general oversight in the affairs of the League; and shall make a report at its annual business meeting next subsequent to his election.

2. The vice-president shall preside, in the absence of the president, at all meetings of the League or of the board of officers, and perform in such absence all the necessary

duties of the president at the time; and in case of the death, resignation, or removal of the president, he shall be acting president until the next annual election.

3. A chief marshal shall be appointed by the board of officers, who shall make suitable arrangements and regulations for the annual parade of the League, shall take command at the same, and may appoint such aids and staff officers as he may deem expedient.

4. The corresponding secretary shall receive, cause to be published, and transmit to the membership committee all applications for membership; shall keep a register of all applications and any action thereon; shall receive and answer any correspondence with the members of the board of officers, and any appropriate correspondence with non-members of the League; shall notify all meetings of the League or of the board, and act generally under direction of the board or of the president; and shall submit a report at the annual business meeting of the League succeeding his election.

5. The recording secretary shall make and preserve appropriate records of all meetings of the League, and of the board of officers, a list of all members and officers of the League, with notes of all changes in the same, and he shall report to the board of officers at their business meeting next preceding the next annual business meeting of the League after his election.

6. The treasurer shall receive and be accountable for all membership and annual fees, and other revenues of the League; shall keep suitable books of account thereof, and of all disbursements; and shall pay out of the funds of the League only upon order of the Finance Committee, or any two members thereof. He shall give bonds for the faithful discharge of his duties whenever required by vote of the board of officers; shall make report in abstract at each regular business meeting of the board, and in full at the annual business meeting of the League next succeeding his election.

7. Each chief consul shall have general management and oversight of the affairs of the League in his respective State. He shall call and preside at all State meetings, shall approve and appoint one consul for each city or town in the State, and shall appoint League hotels.

8. Representatives shall forward to their chief consuls for appointment the names of members of the League to serve as consuls, and shall recommend hotels for appointment as League headquarters. They shall, in connection with their chief consuls, have power to decide all local matters in their States, as provided for in these rules, and shall have a general oversight over the affairs of the League in their immediate districts.

MEETINGS.

There shall be an annual business meeting of the League on the thirtieth day of May in each year, or on the day following or preceding it if that occur on Sunday, at such place as the board of officers may determine at a meeting to be held at least two months previously, and of which general meeting at least one month's public notice shall be given. At this meeting the order of business shall be as follows:—

Reading of records of previous annual meeting; reports of president, corresponding secretary and treasurer; communications from the board of officers; reports of special committees; motions, votes, and resolutions.

Fifty members shall constitute a quorum; each member present shall have one vote on any question, and no proxies shall be allowed; provided, however, that clubs may choose by ballot one member of their club as delegate for each ten members of the club on the membership rolls of the League, to represent them at the annual meeting; and these delegates, upon presentation of credentials, signed by the president and secretary of the club, may cast ten votes each in all proceedings of the meeting.

10. At the date and place of the annual meeting of the League there shall be a general parade, to be arranged and commanded by the chief marshal, in which all members of the League shall be invited to participate. In this parade the clubs shall have precedence in the order of their joining the League.

11. Once in the autumn of each year there shall be held a race meeting under the auspices of the League, at which meeting suitable League championship prizes shall be offered, which shall be the property of the League until they shall have been won three times by the same competitor.

12. Two meetings of the board of officers shall be held each year; one in the spring, at least two months before the annual meeting, and one in the fall, at the time of the race meeting of the League.

13. The president and corresponding secretary may at any time submit any matter of business properly before the board, in writing, in the form of a vote, or resolution to each member of the board by mail, upon which the members may indicate their approval or disapproval; and when replies in approval shall be received from a majority of the members, the president shall declare such vote or resolution carried, and it shall be taken as the action of the board as if done at a regular meeting; and at any business meeting of the board of officers, when a minority greater than six shall desire to appeal from the action of the meeting, they may take an appeal to the full board of officers for a vote to be taken in the foregoing manner.

14. At all meetings of the League, or of the board, the established law of deliberative assemblies shall be observed.

MEMBERSHIP.

15. There shall be a committee on membership, a committee on rules and regulations, a committee on racing (to be called the racing board), to be appointed by the president from the board of officers (except the racing board), to serve for one year or until their successor be properly appointed.

Each committee shall consist of three members (except the racing board which may consist of six), and no member shall be on more than two committees, and two shall constitute a quorum in each, and they shall report to the board or to the president thereof, within one month after reference of any matter to them by the president or by the board, or by the rules.

16. There shall be also a committee on finance, which shall consist of the president, the treasurer, and the corresponding secretary *ex officio*, to which all matters relating to revenue and disbursement, and League funds and investments thereof, not otherwise disposed of, are referred as they arise, and who shall report to the board of officers at each regular meeting.

17. To the committee on rules and regulations are referred, as they arise, all matters relating to rules of the League or of the board, or for the direction of consuls and members.

18. To the committee on membership are referred, as they arise, all matters relating to the admission, resignation, suspension, or expulsion of members.

19. To the committee on rights and privileges are referred, as they arise, all matters relating to the rights and privileges of wheelmen in highways and public parks, and to legislation of towns or States, and to suits by or against members of the League, and to the conduct of members of the League in respect to such matters.

20. To the racing board are referred as they arise all matters pertaining to racing, arranging for races, the standing of all members whose standing as amateurs is questioned as regards racing, and they shall also have charge of all races held under League auspices.

ELECTIONS.

21. Between the 1st and 10th day of March of each year the corresponding secretary shall send to each member of the League a voting blank for representatives and chief consuls.

Each member shall be entitled to one vote for chief consul for the State wherein he resides, and one vote for each representative that his State is entitled to under these rules; these blanks shall be filled out and returned to the corresponding secretary before the tenth day of April, and by him delivered to the committee of rights and privileges. This committee shall sort and count the votes, and make a return of the same to the president on or before the twentieth day of April; the person obtaining the largest number of votes in each State for chief consul shall be elected, and the persons receiving the largest number of votes as representatives shall be elected. The president shall on or before the first day of May declare the result of the election, and cause the same to be published without delay in the official organ; and also notify every member of the board of officers, and persons so elected, of the result. On the same day at the annual meeting (as provided for in Rule 9) the chief consuls and representatives so chosen shall meet and elect from their number a president and a vice-president, and from the membership of the League a corresponding secretary, a recording secretary, and a treasurer.

MEMBERS.

22. All applications for membership shall be forwarded to the corresponding secretary, together with fees for admission, with such information as may be required.

23. Objections to the admission of any candidate for membership may be made to the corresponding secretary, or to any member of the committee on membership, within two weeks after the publication of the name of such candidate, and such objection shall be considered confidential. When no objection is made to the name of any candidate, the approval of the committee on membership shall be sufficient for an election. When objection is made to the name of any candidate, the committee on membership shall report it, with the fact of objection, to the president or the board of officers, who shall act thereon; and any rejected applicant may learn the grounds upon which his name was rejected by applying to the committee on membership, through the corresponding secretary; and any candidate or member of the League may take an appeal from the action of any meeting of the board of officers, in the method provided for in section 13, by depositing with the corresponding secretary an amount sufficient to cover the expenses of such appeal.

24. In passing upon the eligibility of candidates as amateurs, the membership committee shall be guided by the following rule, and shall take proper pains to ascertain and determine the facts in any case where objection is made to a candidate on this ground, or when the question may arise on complaint of any five members of the League, or otherwise, viz.:—

25. (a) An amateur is a person who has never competed in an open competition, (b) or for a stake, (c) or for public money, (d) or for gate money, (e) or under a false name, (f) or with a professional for a prize, (g) or with a professional when gate money is charged; (h) nor has ever personally taught or pursued bicycling or any other athletic exercise as a means of livelihood.

26. Bicycle manufacturers, importers, dealers, and agents as such are not to be considered as professionals, but are cautioned that to personally teach bicycling as a means to effect the sale of a machine will be taken as an infringement of clause *h* in Rule 25.

27. Any member suspended shall surrender his badge and membership ticket to the corresponding secretary; and in case of his reinstatement, these shall be restored to him.

28. Members shall observe all rules and directions of the League and its officers, and all laws in the locality through which they pass, provided the same be not prohibitory to bicycling.

29. Whenever any member of the League shall be expelled from any amateur club, or shall be protested in writing by four or more members of the League or by any member of the board of officers, his name shall be suspended on the roll of members by the corresponding secretary, and his case shall be considered without unreasonable delay by the committee on membership, and they shall have power to reinstate or expel him subject to the approval of the board.

30. Every member shall have the right to apply for and receive from any chief consul, representative, or consul for his State or district, such aid and information as may be in their power to give, and all circulars and other publications of the League or its officers, upon the terms provided therefor.

31. Members shall extend and accept mutual hospitalities, companionship, and assistance, whenever practicable and appropriate, and the production of a membership ticket or badge shall be sufficient introduction.

32. Every member shall receive from the recording secretary a card of membership bearing his name and number, signed by the recording secretary and the treasurer, good for the League year; these cards to be given up upon suspension or resignation from the League. The loaning of a card shall be sufficient cause for expulsion.

33. The League badges shall be furnished members who deposit with the treasurer a sum fixed as the value by the committee on membership, but shall remain the property of the League, to be given up on demand of the recording secretary.

34. Each member shall pay to the treasurer of the League, on or before the first day of June in each year following his admission to the League, the sum of \$1 as a membership fee, and shall forward therewith his name and address and the membership number of his old ticket, and thereon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule for the period of thirty days shall forfeit his membership, and his name shall be stricken from the roll, and he shall return his badge to the corresponding secretary.

35. The League uniform shall consist of a Bedford blouse, with belt, close-fitting knee-breeches, polo cap or helmet, all of homespun gray, with stockings to match. The wearing of the uniform shall be optional.

36. Additions or amendments to the rules may be made after notice, by mail or otherwise, to every member after board of officers, at a meeting of the board, or as provided in rule 13.

37. The board of officers shall be required through the corresponding secretary to publish from time to time in the official organ of the League, any and all action taken by them whether as a board or committee, or as officials.

Order of Parade.

The following comprises the clubs who are entitled to parade at the Annual Meet of the League in Chicago, and the order in which they will form; also the date of publication in the BICYCLING WORLD, which is practically the date of admission:—

Name.	Date.
Boston, Mass.,	June 12, 1880.
New York, N. Y.,	" 26, "
Massachusetts,	" " "
New Haven, Ct.,	" " "
Lafayette, Ind.,	" " "
Essex, N. J.,	July 10, "
Philadelphia, Pa.,	" " "
Creighton, Boston, Mass.,	" " "
Indianapolis, Ind.,	" " "
Saratoga, N. Y.,	" " "
Chester, Mass.,	" " "
Germantown, Pa.,	" 24, "
Worcester, Mass.,	Aug. 7, "
Grand Rapids, Mich.,	" " "
Yonkers, N. Y.,	" " "
Elgin, Ill.,	" " "
Wilkesbarre, Pa.,	" " "
Marlboro', Mass.,	" " "

Louisville, Ky.,	Aug. 21, 1880
Buffalo, N. Y.,	" " "
Detroit, Mich.,	Sept. 4, "
Capital, Washington, D. C.,	" " "
San Francisco, Cal.,	" 18, "
Hartford W. C., Ct.,	" " "
Brattleboro', Vt.,	" " "
Brooklyn, N. Y.,	Oct. 2, "
Harlem, N. Y.,	" " "
Keystone, Pittsburgh, Pa.,	" " "
Montreal, Canada,	" " "
Rockingham, Portsmouth, N. H.,	" " "
Portland, Me.,	" " "
Hartford, Ct.,	" " "
Providence, R. I.,	" " "
Menotomy, Arlington, Mass.,	" 16, "
Framingham, Mass.,	" " "
Manhattan, N. Y.,	" " "
Hermes, Providence, R. I.,	" " "
Chicago, Ill.,	" " "
Cincinnati, Ohio,	" " "
Waltham, Mass.,	" 30, "
Haverhill, Mass.,	" " "
Brookton, Mass.,	Nov. 12, "
Albany, N. Y.,	" " "
Centaur, Hartford, Ct.,	" " "
Baltimore, Md.,	" " "
Milwaukee, Wis.,	" 19, "
New Britain W. C., Ct.,	Dec. 3, "
Aerial, Chicago, Ill.,	" 24, "
Chillicothe, Ohio,	" 31, "
Buckeye, Columbus, Ohio,	Jan. 21, 1881.
Roxbury, Mass.,	" " "
Mohawk, Schenectady, N. Y.,	Feb. 4, "
Seaside, Norfolk, Va.,	" 25, "
Arlington, Washington, D. C.,	" " "
Arrow, Richmond, Ind.,	Mar. 4, "
Lennox, N. Y.,	" 11, "
Mercury, N. Y.,	" 18, "
Centaur, Philadelphia, Pa.,	" " "
Plainfield, N. J.,	April 1, "
Omaha, Neb.,	" " "
Pittsfield, Mass.,	" " "
Columbia, N. Attleboro', Mass.,	" 8, "
Star, Lynn, Mass.,	" " "
Hawthorne, Salem, Mass.,	" " "
Stoneham, Mass.,	" " "
Middlesex, Malden, Mass.,	" 15, "
Kings C. W., Brooklyn, N. Y.,	" " "
Erie, Pa.,	" " "
Mass. Agr'l Col. C. W., Amherst, Mass.,	" " "
Lawrence, Mass.,	" 22, "
Waterbury, Ct.,	" " "
Toledo, Ohio,	" " "
Pequot, New London, Ct.,	" 29, "
Poughkeepsie, N. Y.,	" " "
Harvard College,	" " "
Remsen, Brooklyn, N. Y.,	" " "
Pequonock C. W., Bridgeport, Ct.,	May 6, "
East Boston, Mass.,	May 13, "
Amherst College, Mass.,	" " "
Syracuse, N. Y.,	" " "
Toronto, Ont.,	" 20, "
Lockport, N. Y.,	" " "
Æolus, Worcester, Mass.,	" 27, "
Adventure, N. Y. City,	June 17, "
Thorndike, Beverly, Mass.,	" " "
Norwich, Ct.,	" " "
Southbridge, Mass.,	" " "
Co-hocton, Ohio,	July 1, "
Brantford, Ont.,	" 15, "
Fremont, Ohio,	" " "
Heidelberg, Germany,	" " "
Scranton, Pa.,	" 22, "
Missouri, Mo.,	August 5, "
Hill City, Ohio,	" " "
Mount Vernon, N. Y.,	" 19, "
Susquehanna, Pa.,	" " "
Fort Edward, N. Y.,	Sept. 2, "
Arlington, Mass.,	" " "
Cleveland, Ohio,	" 16, "
Dayton, Ohio,	" 23, "
New Bedford, Mass.,	" 30, "
Middletown, Ohio,	" " "
Nashua Wheel, N. H.,	Oct. 7, "
Jackson, Mich.,	" 28, "
Bay State, W. C., Worcester, Mass.,	Nov. 11, "
Peoria, Pekin, Ill.,	" 18, "
Saco, Me.,	" 25, "
Marblehead, Mass.,	Feb. 17, 1882.
Keokuk, Iowa,	" " "
Cortland Wheelmen, Peekskill, N. Y.,	March 10, "
Springfield, Mass.,	" 17, "
Rutland, Vt.,	April 14, "
Lancaster, Pa.,	" 21, "
Fall City, Louisville, Ky.,	" " "
Centaur, Providence, R. I.,	" " "
Nashville, Tenn.,	May 5, "
Hermes, Chicago, Ill.,	" " "
Pioneer, Marinette, Wis.,	" 12, "
Aylmer, Ont.,	" " "
Dunkirk, N. Y.,	" " "

Total number of clubs, 130, viz.: In Massachusetts

31; in New York, 20; in Pennsylvania, 7; in Ohio, 9; in Connecticut, 9; in all other States and Provinces, 64. First club to join was the Boston, and last, the Dunkirk. The list last year contained 80 clubs; increase during the year, 50. LONDON W.

The Programme.

The following is the Chicago programme, as far as arranged at the time of going to press:—

HEADQUARTERS.—The Grand Pacific Hotel will be headquarters, the place for business meetings, and the scene of the banquet. This splendid hotel will accommodate all who come; prices will be reduced somewhat; the club rooms therein will accommodate committee meetings, and a large room under the same roof will hold all who attend the open business meeting. The large dining-room will seat all the banqueters. Terms, \$3 to \$3.50 per day.

The following are other hotels, with varying rates, to suit all tastes and purses: Sherman House, corner Randolph and Clark streets, \$3 per day; Tremont House, corner Lake and Dearborn, \$3 per day; Commercial Hotel, corner Lake and Dearborn, \$2 per day; Brevoort House, Madison, between Clark and La Salle, rooms, \$1 per day; Briggs House, corner Randolph and 5th avenue, \$2 to \$2.50 per day; Palmer House, corner Monroe and State, rooms, with board, \$3 to \$3.50 per day, rooms \$10 to \$2 per day; Windsor Hotel, Dearborn, between Madison and Monroe, rooms, 75 cents, \$1 and \$1.50 per day; Clifton House, corner Wabash avenue and Monroe, \$2.50 to \$3 per day; Island Hotel, corner Michigan avenue and Jackson (opposite right of parade), \$3 to \$3.50 per day.

STORAGE FOR WHEEL.—One end of the immense Exposition Building, near the Grand Pacific, will be fitted for the reception of every bicycle that comes. Attendants will meet you at the door, receive your wheels, give checks therefor, store them in perfect safety, under custody of guardians by night and day, and return them at the door at a moment's notice, at any time during your stay. Ride straight from depots to the store-room in Exposition Building. Oil, rags, wrenches, hammers, cement, lamps, etc., etc., will be provided at the store-room. Experienced repairers will be there at hand, also, to do necessary work.

AMATEUR RACES will occur Monday, 29 May, at hours and places to be named in current daily papers.

A MARINE BICYCLE RACE will take place in the harbor, at some convenient time during the 29th or 30th.

THE BUSINESS MEETING will take place in the Appellate Court Room, in Grand Pacific Hotel, Tuesday, 30 May, at 2.30 P. M.

THE PARADE will form in front of Exposition Building, *exactly* at ten o'clock, A. M., Tuesday, 30 May, and will proceed south on Michigan avenue to South Park.

THE BANQUET will be in the Grand Pacific at 8 o'clock, Tuesday evening, 30 May. Tickets at \$2 each. If the banquet costs more per plate, we shall take care of that item.

GUIDES will be at all depots, in uniform, on the arrival of all through trains, 28 and 29 May, and on the morning of the 30th, to direct visitors to the Exposition Building, hotels, and headquarters, and to answer all queries.

There is to be a stand from which the officers can review the parade, and the latter will be escorted by a company of mounted police and accompanied by bands of music. The League will be photographed in the park, where lemonade and sandwiches will also be served at the end of the parade. At the banquet, the mayor will deliver an address of welcome to the wheelmen, and other dignitaries will be present. The races will be on the 29th, at the driving park. The marine bicycle race will be in the outer harbor immediately after the parade.

Chicago Meet Addresses.

BOSTON BI. CLUB.—Headquarters, Grand Pacific Hotel. Friends welcome. Monday and Tuesday, 29th and 30th inst.

RICHARD GARVEY.—I will be at the Palmer House, Chicago, Monday and Tuesday, 29th and 30th inst. RICHARD GARVEY, 407 Chestnut street, St. Louis, Mo.

THE Shawmut Bicycle Club of Boston (colored) will hold a fancy dress ball in Paine Memorial Hall, Monday, the 29th inst.

The cost of printing the Bicycle Touring Club's *Monthly Gazette* last year was £93 5s 6d.; the postage on these cost £108 1s. 6d. more; and the receipts (for advertising) were £23 os. 11d.

A B C OF BICYCLING. Complete instructions A for carriers. 10 cents. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.

CURRENTS CALAMO

CHICAGO!

HURRAH! We are off!

SCOTCH EDDY will be there.

PRINCE ALBERT would, if he could.

THE Chelsea Club will send three men as its quota.

THE Boston Club will lead the parade with ten riders.

WHO'S to be the next president of the League? Do you give it up?

'APPY JACK went to Providence on a 'alf 'oliday, but 'e 'ad a 'ole one.

PRESIDENT PARSONS will head a creditable Massachusetts Club delegation.

The Myopia Club's steeple-chasing was a great success, socially and financially.

BILLY BERNHARDT the "twin," and "Jappy," the other, will occupy the same room in spite of Morris.

ONE of Lamson's small gold badges will make a neat and appropriate souvenir of the Meet of 1882.

THE students of the Institute of Technology are to have a bicycle race at Beacon Park to-morrow afternoon.

THE Kings County Wheelmen have got into new and pleasant quarters, and held their last regular meeting there.

"KOL KRON" is washing his flannels and rubbing his nickel-plate. He will dismount every mile for milk and soda.

WE have heard nothing from the Chicago consuls in relation to a consuls' run, which was so successful in Boston last year.

HYGEIA, the goddess of health, as generally represented, is a pretty sick-looking woman, and she ought to get a tricycle.

WE are glad to see the increased interest which is being taken in all athletic sports. It augurs well for the future of bicycling.

WOULD N'T Brockton be a good place to hold the League races in the fall? A good track, plenty of seats, and convenient to reach.

CAPT. STONE of the Missouri Club, St. Louis, calls his 58-inch bicycle "Jumbo." Now, if Lieut. Conkling of the Chicago Club has two inches of Chicago pride, he will name his 60-inch machine "Jumboer."

CAPT. CARPENTER of the Crescent Club informs us that he has so far recovered from his recent fall that he now "swings his cane" as usual when walking. Not yet being in riding condition, he will not attend the Chicago Meet.

A ROMANTIC story is circulating to the effect that when Elsa Von Blumen was sick with small-pox at the Detroit pest-house, her physician fell in love with her, proposed, and on being refused, sued her for professional services and attached her bicycle as security.

MR. F. B. WELLS, of Philadelphia, claims to have recently made a bicycle run of ninety miles from Shock's Mills to Philadelphia, over rather hilly roads, in ten and a quarter hours, and next day he took a spin of twenty-eight miles around Fairmount Park.

WE had a streak of sunshine in this vicinity last Sunday afternoon, and another one Monday morning, with a dash of warmth thrown in; but on the afternoon of the same day the weathercock headed east again, and the May weather resumed its normal condition.

C. K. MUNROE, of the New York Bicycle Club has returned from his canoe trip among the Florida everglades, and will probably attend the Chicago Meet, where his League friends will be glad to again greet the ex-commander. His club gave him a reception dinner Tuesday evening.

ADVERTISERS have been generous in their patronage this week, and we ask our readers to give their announcements equally generous attention; and if they are constrained to call or send for any of the goods offered for sale through our columns' suggestions, let them know it for our sake.

THE Keystone Bicycle Club and the Lexington Bicycle Club each send us copies of their rules and by-laws, through their secretaries, for which we return our grateful acknowledgments. The latter club make an excursion to and in the Mammoth Cave, 20 June, and will return by way of Louisville.

W. B. EVERETT, of the Boston Bicycle Club, formerly connected with the well-known house of Williams & Everett, has recently become a partner in the Soule Photograph Company, 338 Washington street, Boston, of which his many friends should make a note and profit thereby. See the company's announcement.

THE committee on the Common and public grounds of Boston passed an order last month to allow base ball, tennis, lacrosse, and foot-ball on such public squares as the superintendent may think the public interests will admit of. Bicycles are still prohibited; but while our good streets and suburban highways are open to us, who cares?

IT is reported that a Lowell wheelman intends to wheel from Milford, N. H., starting the 29th inst., to Chicago and return. He expects to take a month each way in the journey, although his absence from home will be a month or two longer. The details of his trip are laid out on a broad scale, but we doubt his adhering very closely to the plan, either in the time or method.

A FOOLISH horse in Fairmount Park one day last week got scared, it was said by two unmounted bicycles standing by the roadside, and prancing scared another foolish horse, and the latter ran down an embankment and overturned his

carriage, severely bruising the occupants. Now, ought not the bicyclers to have mounted their machines in order to allay the horse's fears?

A DISTINGUISHED member of the Bostons sends the following authoritative denials of certain current club rumors: It is not true that Billy Bernhardt will be used as a guidon flag-stick at the Chicago Meet. It is not true that "Juvenis" takes 'steen hours to make *one* move in a game of chess. It is not true that "Gold-beard Ernest" was defeated in a billingsgate match with a hackman. It is not true that our thinnest man stood as a foul flag in our Providence game. It is not true that even the sparrows on the Common know Scotch Eddy. It is not true that Bobby has a new story about South America. It is not true that Louis has exchanged his bicycle for a child's velocipede. It is not true that the boys have been riding about the streets on marine bicycles the past week, although it was possible. It is not true that there is a "pool steerer" in the Boston Club. It is not true that "Juvenis" can't keep up with Jumbo on the wheel. It is not true that E—k rides out to the Albany House *every* morning before breakfast. It is not true that the Cap. likes the tintinnabulation of the "Blue Bell."

IN an unusually intelligent newspaper account of bicycling, the Washington *Star*, in showing its progress and condition in that city, concludes as follows:—

"There is one notable fact in the history of the machine in this city, and that is its gradual adoption by those who find it useful in their business. That it affords pleasure and exercise has been generally recognized, but its practical value in business and professional life is gradually being demonstrated. Mr. Scribner numbers among his pupils, not only young men, but middle-aged business men, and others, who realize that there is a saving of time and money for them in the bicycle. One prominent business man can be seen every morning astride a machine, skimming along down-town to his store, and after business hours there is no doubt that he takes a quiet run along the moonlit streets, and comes back as much refreshed as if he had been driving a \$1,000 team. This is not a solitary instance, and perhaps in the near future the bicycle may become a recognized medium of communication in the business part of the city.

The tricycle is not so generally in use, but its adaptability for the use of ladies is very generally recognized. But it is a new thing, and the ladies are rather cautious about going into an enterprise which public opinion does not entirely agree is perfectly proper. Some ladies who as a rule consult their own taste and convenience, instead of waiting to see what Mrs. Grundy has to say, have found the tricycle useful in their business or

conducive to health, and have therefore quietly adopted them. Mrs. Lockwood and her tricycle are such familiar objects on the streets that the utility of the machine for ladies' use is beyond question. The female lawyer and her machine used to excite the curious gaze; but that time is past, and now other ladies can take courage. The number of machines in use is not large. The following is nearly a complete list of those having them in this city: William Heney, R. P. Barbour, Dr. Ellis Bliss, Mrs. Belva Lockwood, Frank Marlow, the pioneer tricyclist, and S. Lansburg.

From Another Point of View.

AWAY, away back in the ages gone,
Thousands and thousands and thousands of years,
And thousands of thousands more added on
And doubled, ay, multiplied, till it appears
Impossible ever to reckon them down
From then to the present; when Boston town
Was a howling wilderness, dense and drear,
And Beacon Hill bottomed a marsh-bound mere,
Thick and slimy with loathsome life,
Writhing and twisting, uncouth and dire,
With sluggish strength in continual strife,
Maiming and tearing in ravenous ire;
When Dorchester Heights, and Bunker Hill,
And Scollay square, and the Common were still
In the far-to-be, and the sounding sea
Was a hundred miles from the place where we
Are writing this marvellous history;
In times cenozoic, when primitive man
Was yet a hairy orang-outan,
Or a gibbering monkey with monstrous ears,
And his smiles were grins, and his laughter jeers,
And his tail was the "mode," and coiled around
The branches a hundred feet from the ground,
Where he hung and swung and screamed to his mates
In his antic mirth, — our story dates.

An elderly monkey had gathered his sons
And his sons' sons 'round, and their little ones,
And his eyes grew dim, and he bowed his head,
And heaved a sigh as he gravely said:
"Last night, my children, I dreamed a dream;
Aod, oh! so real did the vision seem,
That my soul is sick with the dread of some
Unknown and terrible ill to come.
I thought that time in his ceaseless round
Had passed far over the mysic bound
That hides the future from mortal ken;
And I was living and standing where
Minette and Jocko are gambolling there;
And scarce a tree or a wisp of green
Between yonder copse and here was seen,
But rising tall and fair in the sun —
I counted a thousand or more, if one —
Were the dens of a race of apes called meo,
In regular order, like rows of teeth,
And hewn stones covered the ground beoeath.

"There were apes, gorillas, and chimpanzees,
As plenty as summer bumble-bees,
And I seemed to know in my dream that these
Were our posterity, — yours and mine;
And I dreamed that the parent of all our line —
The very first monkey that ever drew

The breath of his living — began as a worm
Like those in the swamps that twist and squirm,
And went from that into some such scab
As a mussel or clam or soft-shell crab,
Or lobster or lizard, or something that crawls
And swims in the mud, and straddles and sprawls
In an awkward way, until, changed again,
He became a duck, a goose, and a hen,
And then a cat, and a dog, and a cow,
And a horse, by turns, — I hardly know how. —
Till he'd run the whole round of creation through,
And reached the perfection that 's found in you
And me and the rest of the orang race;
Yet, not content with the beauty and grace
Which marks *our* being, he needs must strive
To further excel: but sakes alive!
The botch he became and gloried in
Was a crying shame and a burning sin.

"This beautiful tail which we all wear
Melted away and vanished in air,
And his wealth of glorious shining hair
Fell from his body and left him bare, —
All but a few patches, here and there,
Of black hair, brown hair, yellow, or red,
About his face and atop of his head;
And his legs grew straight and his feet grew small,

And his toes turned out and his form grew tall,
And taking the creature for all in all,
Upon my word you never yet heard
Of a *lusus nature* so absurd!
And then the creature began to see
How very much better his lot might be
Had he kept in the way of his ancestry,
And like them boasted a hairy skin,
And a longer arm, and a shorter shin,
And larger feet with the toes turned in;
And he yearned in spirit to sport again
The graceful, pendulous caudal train.
Then he made false coverings, piece by piece,
Deftly wove from the hairy fleece
Of the gentle sheep and the timorous doe,
And rigged him in 'em from top to toe,
Making a most ridiculous show,
And lacking a tail where the tail should grow.
And yet this creature, so odd to see,
Gave positive proofs of his pedigree.
The change was outward only: his skin
Covered a monkey's mind within;
Notwithstanding his ugly shape,
Man in spirit was still an ape;
And the great gorilla's dauntless soul
Filled to the brim the golden bowl
Of his mortal being; and you might trace
Some signs of the old ancestral race
In the lines of his distorted face.
But the worst departure of all, I found,
Was the creature's method of getting around;
For foot to mention his great defect,
Of standing continually erect,
He grew so lazy he couldn't go
The space of a quarter-mile or so,
By the good old-fashioned way which we
Have used from all eternity,
But mounted upon a horse, or some
Contrivance invented to overcome
His natural indolence, he'd ride
From place to place in his foolish pride.
I noted especially one of these
Anti-walking absurdities,
Made of a couple of rings, and when
Seated astride of it these men
Began to look like monkeys again;
Because the most conspicuous thing
Was a part attached to the smaller ring,
Which dragged behind the rider *en trail*
Like a Brazilian sapajou's tail.

"And I knew many that moved among
These hapless wretches, or old or young,
For lineal representatives
Of the best and bluest blood that lives
In our pure race to-day. It 's a fact
That I saw in one the very exact
Form and features that I once bore,
Maugre his hair and the clothes he wore, —
A crazy maker of crazy rhyme,
And a natural growth of that crazy time;
But such a caricature was he
Of the noble blood of his ancestry
That I almost wept; for you'd scarce suppose
An ape apparelled in hybrid clothes,
Who walked the earth with divergent toes,
And a tuft of hair beneath his nose,
On which features as plainly glows
A flush like the early opening rose,
Could ever spring from the noble blood
That fills these veins with its crimson flood.
And I saw, my children, a thousand more
Of men who a marked resemblance bore
(If not in figure, at least in mind)
To every various monkey kind
That lives and walks to-day with us,
From an ape to a cynocephalus.

"As I stood looking and wondering long
At the marvellous change, and the moving throng
Of tailless monkeys and hairless apes,
A squad of these pale-browed horrible shapes
Whirled along on their double rings;
And seeing me there, each rider springs
To the earth and around me laughing came,
And mockingly asked my race and name,
And finding me innocent, said they would show
Me something 't were worth my while to know.
And then these wretches, with gibber and grio,
Seized me and shaved me close to the skin,
And cut off my tail and stanchied the tide
With a burning rod; then set me astride
Of one of those things I had seen them ride,
And grasping hold of it either side,
They pushed me rapidly on until
We reached the brow of a frightful hill,
When, shoving together with one wild yell,
And jeeringly bidding me go to — well,
Just where the place was, I cannot tell;
For when the wretches released their hold,
And swift as the lightning, uncontrolled,
Helplessly down the descent I rolled.

A youthful ape, with a hideous grin
And gesture worthy those sons of wrath,
Stepped from the wayside into the path,

And thrust a stick through one of the rings
Of the thing I rode. The rear upspring,
And the frantic effort I made to speak
Burst from my throat in one wild shriek,
Joined with the laugh of that imp of sin,
As I shot like a meteor into space.
I had just commended my soul to grace
When I awoke. Then a joyous thrill
Went through my being that I was still
Among my children, all happy in hair,
And the tail of my fathers still flouted the air!
But oh, my children! the vision haunts
My waking soul, and the spirit daunts
With a nameless dread of what may be
Hid in the mists of futurity, —
A nameless dread of ills to come
With the coming ages of monkeydom."
BOSTON, 1882. NOAH COUNT.

BOOKS AND PAGES

THE CENTURY AND ST. NICHOLAS. — The Century Company's magazines for June are especially handsome and entertaining, in both text and illustration. The Century's frontispiece this time is a very fine portrait of Cardinal Newman, engraved by Cole after an etching of Ouleus's painting. The illustrated papers are "Around Cape Horn," Grant White's concluding article on "Opera in New York" (which brings us down to Cary, Kellogg, Minnie Hauk, and Gerster as the final), Mrs. Van Rensselaer's "Wood Engraving and the Century Prizes" (this paper shows the result of the second competition, and will be read with interest), the "Bee Pastures of California," by John Muir, and "Marble Mining in Carrara," by R. W. Welch. Miss Woolson's "Street of the Hyacinth" is concluded, and interesting instalments of Mrs. Burnett's and Mr. Howells' serials are given; also, the second part of Carlyle's "Irish Reminiscences," which takes the reader to the romantic Lakes of Killarney, and Mary Hallock Foote contributes a short sea sketch, "The Story of the Alcazar." Mr. Godkin, editor of the *Nation*, contributes an able and studied article on "The Danger of an Office-holding Aristocracy," combating the idea; and there are several other solid and well-timed papers, both contributed and editorial, which will repay perusal. There is the usual number of excellent poems, and the various monthly departments are filled with valuable and interesting matter.

St. Nicholas is, in its own way, equally good, opening with an illustrated sketch of a visit of some Boston schoolboys to the poet Longfellow, just before his death. Then there are "Seals and Seal Hunting," by Ernest Ingersoll, and profusely illustrated; a long but entertaining story in verse of "The Maid of Honor," by Eva L. Ogden; "The Witch Trau," by Dr. F. L. Oswald; "The Bee Charmer," by Mrs. Dodge; three very interesting chapters of "Donald and Dorothy"; a capital bicycling story entitled "The Whirligig Club," which all young wheelmen should read; and there are besides, many other stories, poems, and instructive papers, the whole illustrated by no less than seventy-three pictures, nine of which are full-page.

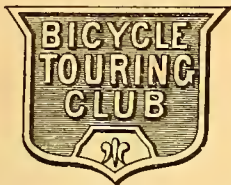
Caution.

We received last winter from Wm. Ford & Co., of Wolverhampton, England, an advertisement to be continued for six months. Unfortunately we have no good method of determining the standing of English firms, and we have to take their orders on trust. Consulting Sturmeys' "Indispensable," we learn that the machines made by the firm are "well got up" and "most complete at the price." We took our risk and inserted the advertisement. Since then we have learned that Ford & Co. have sold many machines in the States, and until recently we have not heard aught against their manner of doing business. Now comes a letter from parties in Pennsylvania, who represent that three drafts from as many persons were sent to Ford & Co., accompanied by orders for machines. After waiting a sufficient time, and receiving no word, the parties made inquiries and found that their drafts had been drawn. Since then they have sent letters countermanding the orders and requesting a return of the money. Nothing whatever has been heard from the firm. Inquiries instituted at the United States consulate at Birmingham have led to an investigation; and a responsible party in Wolverhampton writes of "William Ford & Co., upon whom I cannot recommend you to place any reliance." This seems to be conclusive. We shall withdraw the advertisement and ask the firm to explain matters if they can.

We regret, if such should prove the case, that our paper has been made the medium to draw bicyclists into a trap, and make haste to close the door that there may be no more victims. Our experience with a number of English advertisers has been a bitter one, and we have paid dearly for it. In this connection we may say that if George Hughes and C. Gorton, both of Wolverhampton, and Burnett & Farrar of Leeds, are not more honorable in their treatment of bicyclists than they have been in their dealings with the *BICYCLING WORLD*, they should be left to find customers in England.

E. C. HODGES & CO.

The New York Meet.



EASTERN members of the Bicycle Touring Club who intend participating in the above are requested to report to the undersigned, at 791 Fifth Avenue, New York City, promptly at 9.30 A. M., on Saturday, the 27th May. Per order,

FRED. G. BOURNE, M. B. C. Commander.

In order to avoid as far as possible any probability of delay, Eastern members are asked to proceed to New York by rail rather than by boat. The chief consul will take the fast train, leaving the Albany Depot at 4.30 P. M. on Friday, 26th inst., and will be glad of the company of as many B. T. C. men as can join him. The New York Meet will be over in season for those who intend to participate in the L. A. W. Meet at Chicago on the 30th inst. to join the Boston Club train at Albany, or to go on by the New York Club train per the Baltimore and Ohio railroad. Every B. T. C. member, who can possibly attend both of these important meets is earnestly requested to do so.

FRANK W. WESTON, Chief Consul, U. S. A.

SAVIN HILL, BOSTON, 22 May, 1882.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—56-inch Standard Columbia; originally full-nickelled; but now a little rusty, otherwise good as new; ball bearings to large wheel; will sell very cheap. Address CHAS. P. SHILLABER, Boston, Mass.

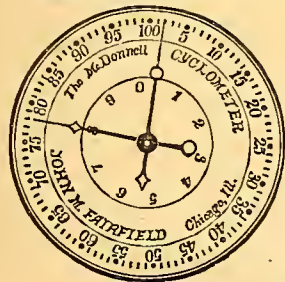
FOR SALE.—My 58-inch Harvard Roadster; full-nickelled; balls to both wheels and pedals; extra long tapered handle bar and rubber handles; in perfect order and condition; new in August, 1881, and is of latest pattern; cost \$170, and will sell for \$125 cash; have won ten races on it. W. W. STALL, Brighton, Mass.

FOR SALE.—52-inch English Berkshire (\$90); newly full-nickelled; roller bearings in front; year old; first-class order; larger size wanted. Address K. WEST, 84 Meigs street, Rochester, N. Y.

54-INCH RUDGE RACER, COMPLETE, with ball pedals; nickelled forks and backbone; wheels japanned; in perfect order. SCHUYLER & DUANE, 189 Broadway, N. Y.

FOR SALE CHEAP.—A 46-inch Harvard; half-nickelled; in first-rate order; rubber handles, etc. Address J. B. M., Box 632, New Britain, Conn.

A New Cyclometer.



FULL SIZE

Warranted to record accurately on a bicycle all distances from one hundredth of a mile to one thousand miles. Positive action, cannot be jarred backward nor forward; readily attached, can be used with hub lamp; weight 2 1-2 ounces.

No direct orders filled in places where local dealers carry a line in stock.

Nickel-plated and well finished, price \$4.00.

FREDONIA, N. Y., April 8, 1882.

FAIRFIELD & TAYLOR: Gentlemen,—I enclose a money order for \$4.25 for the Cyclometer. I put it on my wheel by the side of my own instrument, and to my surprise it has kept a true record this week, I having ridden about fifty miles and some of it very rough riding. I feel satisfied, and will recommend it to my friends.

Yours truly, E. N. BOWEN.

FAIRFIELD & TAYLOR,
Cor. State & Van Buren Sts., Chicago.

H. C. BLUE & CO.

48 Summer Street,
BICYCLE & LAWN TENNIS SUIT
SPECIALTIES.



Full assortment of Fine SPRING WOOLLENS in our Custom Department.

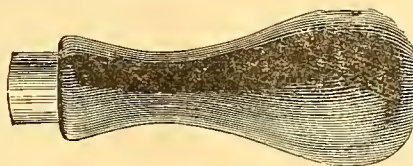
SECOND-HAND BICYCLES FOR SALE.

GARVEY'S BICYCLE AGENCY,
407 Chestnut St. . . St. Louis, Mo.

All sizes from 36 to 56 inches.

In our Second-hand Department all machines are trued up and adjusted before being put on the market, and are warranted in A1 order for road service.

Send for circular.

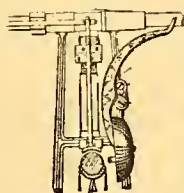


HEADQUARTERS FOR Patent Rubber Bicycle Handles. ELASTIC TIP Co.

157 Washington St. - - BOSTON, MASS.

BICYCLES, BICYCLES, BICYCLES. Special Agent, Prof. F. S. ROLLINSON. A liberal discount will be given to any person ordering through me any make of English Bicycles; also, the American Union Bicycle. Drafts or checks to be made payable to the order of the selected maker. Catalogues of any known maker mailed on receipt of seven cents each. Address 1168 Washington Street, Boston, Mass.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

Rintelman's Patent Adjustable Bicycle Saddle.



This is positively the best Saddle made. It combines comfort, durability, and neatness. The seat is padded with the best of curled hair, and well ventilated in the centre by large eyelets or "grommets." It is easily adjusted by means of a turn-buckle located in the bottom of the frame. No hard points are exposed where any weight touches the saddle. Liberal discount to agents. Send for circular.

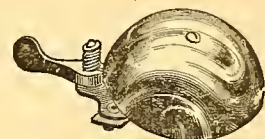
Price for Plain Saddle.....\$3 50

Price for Nickel-plated Saddle..... 4 50

Address, AUGUST RINTELMAN,
MILWAUKEE, WIS.

JEFFERY'S IMPROVED BELL.

The Strongest and Clearest Toned Bell made.



No. 1.

2 1/2 inch. Boys' Nickel-plated Bell.....\$0 50

No. 2.

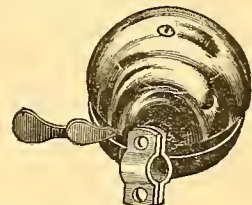
2 1/2 inch. Favorite Bell. Nickelled Bell and Clamp, 0 75

No. 3.

3 1/4 inch. Nickelled Bell and Clamp. This is absolutely the loudest bicycle bell in use, 1 00

No. 4.

The Chiming Bell sounds two clear musical notes, and does not rattle..... 1 50



Manufacturer of the neatest and most durable low-priced boys' bicycles. Send for circulars. Liberal discount made to dealers.

T. B. JEFFERY, 38 & 40 S. Canal St., Chicago.

"League of American Wheelmen."

GOLD BADGES of the NEW DESIGN

Exact Size.



Pat. Sept. 13, 1881.

Handsome Solid Gold Pins

With garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00. Small size, enamelled, a neat dress pin, \$2.50. Best finish with small diamonds, \$15 to \$25 and upwards.

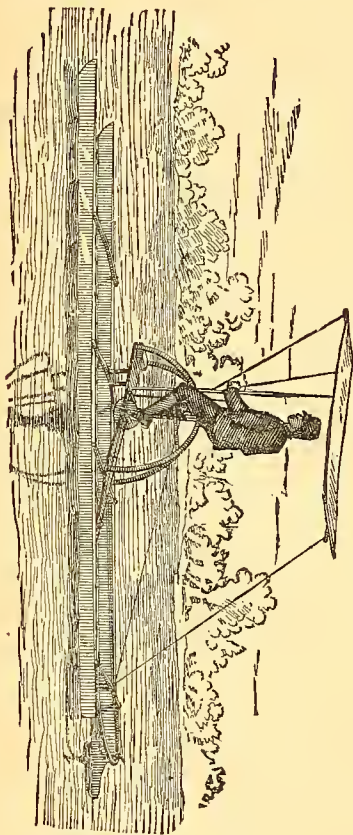
The same design is also mounted as watch-charms, sleeve-buttons, etc. All suitable for constant wear.

(These badges will be on exhibition and sale at Chicago, May 30, at Headquarters.)

Orders by mail enclosing cash or P. O. order for the style of pin desired will receive immediate attention.

Address, C. H. LAMSON, PORTLAND, ME.

THE
STANDARD MARINE
BICYCLE



MADE BY THE

Marine Bicycle Co.

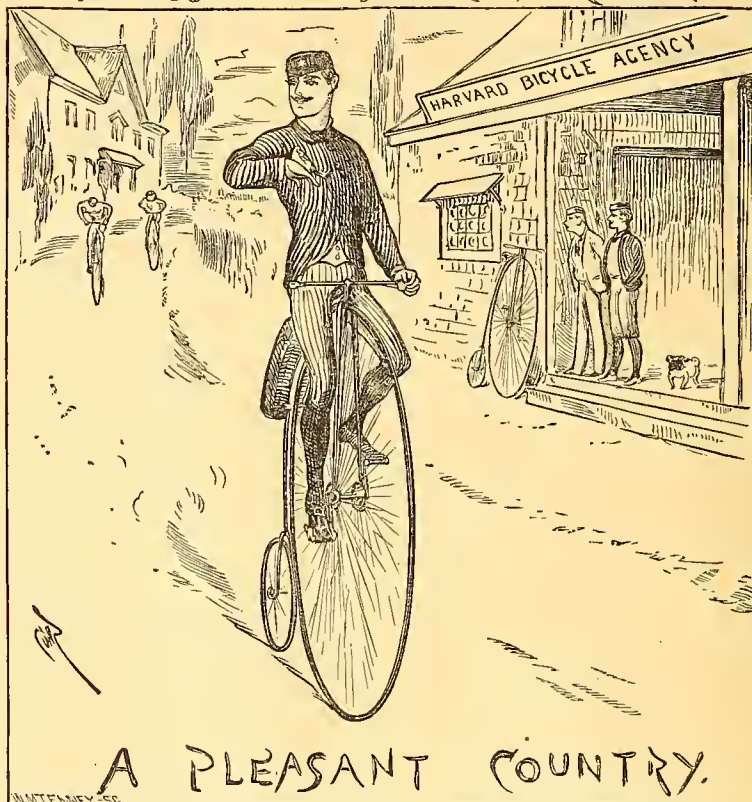
PORTSMOUTH, N. H.

For full particulars address

C. A. HAZLETT, Manager.

The Boats will be exhibited at Chicago
May 29 and 30, by President F. T. Phil-
brick, of the Portsmouth Bi. Club.

A QUIET TOUR THROUGH



A PLEASANT COUNTRY.

Is, after all, the most perfectly delightful of the many enjoyments which only the hardy 'cycler can realize. Fortunate, indeed, is he, who, secure in the possession of his sturdy "Harvard," or speedy "Yale," or symmetrical "Shadow," rises with the lark, straps on his "Multum" or his "Takeabout," and leaving the city to its awakening toil and turmoil, glides swiftly out into the purer air and more healthful life beyond. The winding lanes, the sleepy villages, the broad stretches of open country, all develop hitherto unsuspected beauties under the health-giving exercises of the wheel. Are you content with *reading* this, or will you realize it practically? If the latter, be careful in choosing your bicycle, that you are content with nothing less than the very best that money can procure. You may feel assured that it will prove the truest economy in the end. Find out all you can about bicycles before you make your choice, and if you will send us a three-cent stamp, we will aid you in your search for information, by sending you our large illustrated catalogue by return mail.

THE CUNNINGHAM COMPANY,
The Pioneer Bicycle House of America.
(Established 1877.)

Importing Manufacturers of Bicycles & Tricycles,
ODD FELLOWS' HALL, BOSTON, MASS.

STODDARD, LOVERING & CO.

2 Cumberland St., 10 Milk St.,

MANCHESTER, ENGLAND; BOSTON, MASS.

Importers of various kinds of

ENGLISH BICYCLES
AND TRICYCLES.

Sole Agents for the United States for

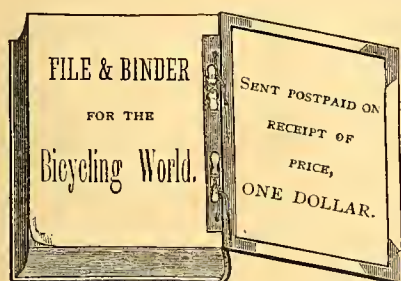
SINGER & CO., COVENTRY.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention

A. J. PHILBRICK & CO.,
SALEM, MASS.

WORLD JOB PRINT,

A. BASSETT, MANAGER.

ORDERS FOR

MERCANTILE, CLUB AND BALL PRINTING

Received and executed with neatness and despatch.

8 PEMBERTON SQUARE, Room 12.

THE AMERICAN STAR BICYCLE.
A SAFETY MACHINE.A Practical Roadster, Safe from "Headers" or
Other Dangerous Falls.

The means of propulsion insure a continuous power without dead centres—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.

MISCELLANEOUS.

4-line Addresses in this department, \$6 per year.

ST. LOUIS, MO — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., Chas. K. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles, and Marine Bicycles bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock at Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. **GILMAN BROTHERS**, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON**, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. **C. A. HAZLETT**, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. **C. H. LAMSON**, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guarded sides. Price, \$4.00. Nickelled, \$5.25. **F. G. BURLEY**, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, **T. B. JEFFERY**, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

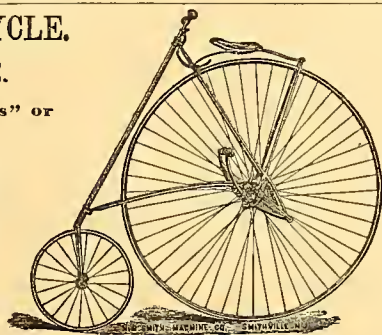
MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by **J. V. WALDRON & BRO.**, 40 Sudbury street, Boston, Mass. Estimates furnished.

W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Fanenli Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price (\$1.00). Circulars free. **ELASTIC HOSE CO.**, Needham, Mass.

LEAGUE BADGES. — We have now a stock of **L. A. W.** Badges, Scarf Pins, and Watch Charms. Those who desire to purchase are invited to call at this office, 8 Pemberton Sq., Boston, and examine.

BOY, the Athletic Outfitter, 21 and 22 Leadenhall Street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.



WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOCEPEDIQUE. — Weekly. **L. P. Devillers**, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, \$2.50, including postage and cost of P. O. order. **E. C. Hodges & Co.**, Boston.

TRICYCLING JOURNAL. — Weekly. Edited by **Charles Cordingley**, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

CYCLING. — Monthly. Edited by **Walter D. Wellord**, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, \$1.00; six months, 50 cents. *Cycling and Bicycling World* for \$3.00. **E. C. Hodges & Co.**, Boston.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by **C. W. Nairn** and **Henry Sturmev**. Published by **Illiffe & Son**, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by **Henry Sturmev**, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

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William G. Gilman, Editor.

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Volume V.
Number 4.

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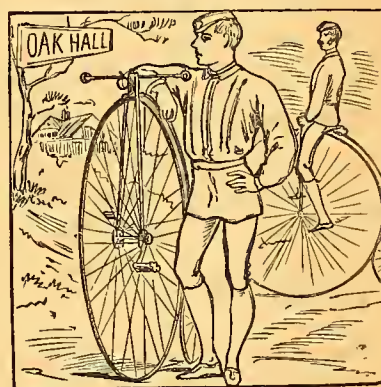
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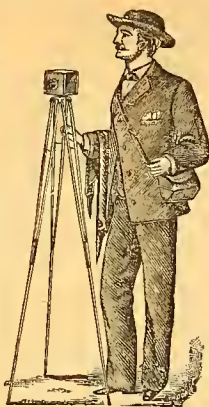
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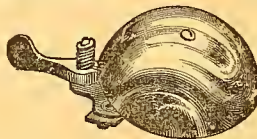
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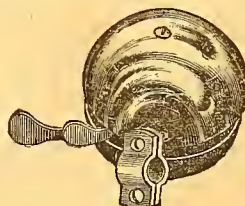
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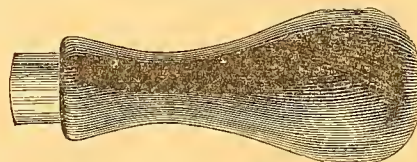
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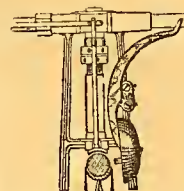
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To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 2 JUNE, 1882.

BICYCLERS' RIGHTS.

WE are often asked to furnish information regarding the legal rights of wheelmen, from parties in places where the legal authorities are narrow enough to place restrictions upon riders. We have published many articles covering the points referred to by our correspondents, and must refer them to our files for the information they seek. The rights of bicyclers have always been supported by the courts, but at the same time riders are obliged to comply with every rule needed for the safety of others. So long as a wheelman exercises due care and caution, the law will furnish him the same protection that it gives to the driver of a carriage under the same circumstances. The highest court of England has decided that "the bicycle is a carriage, and the propulsion of it by means

of a person seated on and carried by it is a driving of a carriage." Town or city ordinances which prohibit the use of a bicycle on a public highway cannot stand. If any person still doubts, let him turn to 21 Illinois Reports, p. 552, and reflect on what Mr. Chief Justice Caton said in rendering an opinion of the highest court in that State: "A street is made for the passage of persons and property; and the law cannot define what exclusive means of transportation shall be used. To say that a new mode of passage shall be banished from the streets, no matter how much the general good may require it, simply because streets were not so used in the days of Blackstone, would hardly comport with the advancement and enlightenment of the present age."

EXPLANATORY AND APOLOGETIC.

A FEW weeks since we printed an editorial entitled "Amateur Racing," which, being written under the impulse of impatience at the seeming arrogance and assumption of superiority on the part of the national organizations of amateur athletes in England and America in their relations to bicycling, was somewhat hastily prepared, and contained expressions likely to convey a meaning never intended. Had our attention been properly called to the offensive construction which would naturally be put upon some of our statements, we would have willingly and promptly explained and modified them; but a writer in one of the best conducted and most reliable sporting journals in this or any other country, and (if we rightly guess his identity) himself a well-known and esteemed gentleman and one of the best and most reliable of critics and advocates of popular sports, immediately accepted these offensive constructions, and in a very unjournalistic manner, and in more ungentlemanly language, directed a tirade of abuse at the editor of this paper, instead of a calm and dignified refutation of our article, which would seem to indicate that the same indiscreet and indignant haste actuated his response that inspired our offending editorial; but he excelled us in pointedness and clearness of expression, as not one of his epithets could possibly be misunderstood.

We had not intended to take any notice of this, but to simply apologize for our seeming reflection on the character and

abilities of the many gentlemen so honorably connected with the world of sports whom he cites in his article, not one of whom but we should esteem it an honor and an advantage to have the services of as an officer at a bicycle race. But his article was commented on in several English sporting journals, naturally to our discredit, and by a writer in one of them so coarsely as to seem to justify in his case at least the worst construction which any expression of ours was capable of, so that a prominent and highly esteemed wheelman, and one of the ablest writers for the English bicycling press, was constrained to rebuke him and generously speak a word in our defence. In justice, therefore, to our voluntary champion, we deem it proper to confess our error in failing to discriminate, in our term "general athletics," between collegiate and the comparatively few regularly organized and recognized athletic associations connected with the National Amateur Association (like the Union Club of this city, for instance, which we know embraces as good a class of young men as any community can boast, and which is sustained by one of the most practical of Christian institutions in the world), and the host of mal-organized and ill-disciplined "clubs" which, from the frequency and noise of their exhibitions as well as from their personal and social characteristics, are most objectionably conspicuous, and with whom wheelmen participating in combination entertainments are necessarily brought in contact. Our most objectionable and admittedly indiscreet phrase, in relation to the unreliability of non-bicycling officials and tracks, was certainly not intended to mean the managements of standard athletics, either amateur or professional, these not being in our thought at the moment, but referred solely to the numerous extempore shows and agricultural-fair games constantly tempting our wheelmen throughout the riding season. So far from disapproving of bicycle races being officered by men identified with other branches of popular sports, those who know us best know that we have often urged the desirability of securing one or more of these in the lists of judges and scorers for races in this vicinity, on the ground of the comparative inexperience of wheelmen in racing matters; and we have several times given offence to the local clubs for criticising, in this paper, their management.

This article is written and will be in type before we know what action will be taken at the League meeting on the pending question of uniting the amateur racing eligibility of our organization with that of the N. A. A. A. ; yet, inasmuch as at present and probably for some time to come the interests of both must more or less coincide, we sincerely trust that some amicable mutual arrangement will be effected which will more clearly define and establish the status of our racing men.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

CHelsea BI. CLUB, JUNE:—

Friday, 2. Moonlight run. Headquarters 7.15 P. M. Winthrop.

Sunday, 4. Hingham. Rendezvous at Ferry, 9 A. M.

Sunday 11. Nahant. Rendezvous at Cary square, 9 A. M.

A HOLYOKE (MASS.) correspondent, J. S. Newton, writes that the interest in wheeling in his community is rapidly increasing. The club was formed last September with eight members, and this spring there are more than twenty wheelmen there, most of whom belong to the club. They have frequent runs, generally turning out eight or more riders. The uniform is dark-green cadet coat and knickerbockers, and hat, with drab stockings. The roads, except towards Springfield, are rather poor, but they make the best of them. They expect such an increase of membership this season that the club will be able to secure permanent headquarters, and reduced hotel rates have been secured for visiting wheelmen.

CAPT. GEO. H. STRONG of the Oakland (Cal.) Bicycle Club writes that his club, with a large delegation of the San Francisco Club as guests, made an enjoyable run recently to Hayward's, fifteen miles. The whole, numbering thirty-one riders, were marshalled in two divisions, under the command respectively of Charles A. Butler of the San Francisco Club and Lieut. W. H. Lowden of the Oakland Club, the whole under Capt. Strong of the Oakland Club. Mr. Callingham, late sub-captain of the City of London Bicycle Club (England), courteously accepted the position of bugler, and filled it very satisfactorily. Shortly before 10.30 the cavalcade passed through the streets of Oakland across 8th street bridge, through Brooklyn and out upon the San Leandro road, making the first halt at Dieves's (five miles), where a plentiful supply of milk and soda had been provided. At San Leandro (nine miles) similar refreshments were had, and Hayward's was reached without any accident

at 12.30, and at one o'clock the riders sat down to lunch at Oakes' Hotel, enjoying a quiet smoke in the garden afterwards. Some fancy riding was indulged in, the group photographed, and shortly after two o'clock the start was made for home, the majority of the riders taking the train at an intermediate station. The roads were never in finer condition, and all voted it the finest run of the season. The joint annual trip of the two clubs to San Jose was to take place shortly, if the weather proved propitious.

CHARLESTON, S. C., BI. CLUB.—At our meeting last night, the following gentlemen were elected active members of our club: Theo. Nathan, Geo. L. Holmes, Jr., J. S. Whaley, J. P. DeVeaux, Jr., and A. J. Salinas. We have written to the only two clubs we know of in our section of the country, to get them to join in our June parade and races, and we hope by so doing to advance bicycling down here. Our club now is in good condition, and we hope that should any wheelmen pass this way, they will make themselves known, and we will do all in our power to make their visit pleasant. B. B.

PHILLIPS BI. CLUB.—At a recent meeting of the Phillips (Andover Academy) Bicycle Club, the following were elected officers for the rest of the school year: Captain, A. J. du Pont; first lieutenant, W. A. Nettleton; secretary and treasurer, W. B. Segur. A uniform of League gray coat, shirt, and pants, with navy-blue stockings and cap, has been adopted. Our membership at present is fifteen. 1415.

A CORRESPONDENT in Hamilton, Ont., writes that a promising club has been formed in that place recently, comprising some of the most energetic and respectable young men in the community, and they have tri-weekly runs well attended. The uniform is dark-blue coat and breeches, with stockings and polo caps to match, the club monogram on the latter. Club colors are old gold and cardinal. A grand bicycle display is to be made there 1 July, to which all wheelmen are cordially invited.

THE MASSACHUSETTS BICYCLE CLUB.—An exceedingly pleasant affair occurred at the residence of Col. Albert A. Pope, one of the original members of the Massachusetts Bicycle Club, and its first president, at his residence in Newton, on Wednesday evening, 24 May. Between thirty and forty members of the club were present in full uniform, a large number of them riding on the wheel from Boston to Newton, arriving at Col. Pope's residence at 7 P. M. The ride was made in form, and the club presented a fine appearance. The members who did not ride out on machines went on the train, and took their ladies with them. After an elegant supper had been disposed of, a musical entertainment of a rare degree of excellence was enjoyed by the guests. The genial colonel lent his aid to the musical num-

bers, as he modestly remarked, "by way of contrast." After the entertainment the wheelmen returned to the city by moonlight.

L. A. W. MEET

L. A. W. Meet.

CHICAGO ENTERTAINS THE WHEELMEN.

MONDAY.—The Annual Meet of the League of American Wheelmen has passed into history. We shall give a full report of the proceedings in our next issue, and this week will content ourselves with a brief summary of the events.

Monday morning was devoted to the reception of the visiting wheelmen. In the afternoon the bicyclists, to the number of 150, under the lead of Commander A. S. Marsden of New Haven, rode in line through the principal streets of the city to the Chicago Driving Park, where the races took place. The two-mile race was won by W. A. Friese of the Milwaukee Club in 8m. 55s., beating J. J. McKeon of Windsor, Ont. Arthur Young of the Missouri Club of St. Louis won the mile race, both heats, in 4m. 10½s. and 4m. 2½s. The slow race of 100 yards was won by Ed Brown of Chicago; time, 3m. 16s. The quarter-mile dash was won by Clarence H. Jenkins of Louisville, Ky, in two straight heats; time, 46½s., 46½s. During the races an exhibition drill was given by the Milwaukee Club.

TUESDAY.—It was 10.30 before the wheelmen started on the grand parade from Lake Park. The weather was bright and clear, and the bicyclists presented a fine appearance as they spun along the concrete walk on Michigan avenue, amid the cheers of the throngs of spectators which lined that thoroughfare. The procession was headed by Maj. Nevins's band in a band wagon. Next came a platoon of mounted police followed by Commander Marsden, the division commanders, and the aids, all of whom were saluted as they passed along the line of wheelmen, waiting their turns to fall in. First came the Boston Bicycle Club, of nine members, in a neat uniform of dark green. Following them were four members of the Massachusetts Club, in handsome uniforms of blue. Next came representatives of the Chelsea and New Haven Clubs, followed by eight members of the Falls City Bicycle Club of Louisville, in their handsome costume of blue shirts and brown corduroy knee-breeches. The Chicago Bicycle Club, sixteen strong, then wheeled into line, in their neat gray uniforms, and were followed by a quartet from the Pittsburg Bicycle Club, in suits of brown corduroy. Three delegates from the Providence Club came next, and the Cincinnati Club, fourteen in number, in their rich uniforms of dark-green velvet, spun along, attracting general admiration. After the Grand

Rapids quintet, in white flannel suits and brown knee-breeches, came the Aeriels of Chicago, fourteen in number, neatly uniformed in suits of drab corduroy. Then came a sextet from the Cleveland Club, in tasteful uniforms of black cloth, red hose, with naval caps trimmed with gold lace. The second division was led by the Milwaukee Club, eighteen in number, and they received hearty plaudits for their fine display. Their uniform is a green cloth jacket, gray knee-breeches and stockings, and green felt polo hats. Next in line was the Champion City Bicycle Club of Springfield, Ohio, ten in number, costumed in dark-green velveteen with red hose and green polo hats, trimmed with a gold band. The Hermes of Chicago followed, with ten young men in uniforms of drab corduroy, with blue caps. The Meteors and Detroit of Detroit came next, making a good showing; and following them was the Missouri Bicycle Club of St. Louis, with fourteen men in white flannel shirts, brown knee-breeches and brown caps. The Fond du Lac Club was represented by two members, the Keokuk Club by five men in blue uniforms, the Piqua (Ohio) Club by six men in gray suits, and the Freeport and Rockford (Ill.) Clubs by twelve men neatly uniformed. The unattached wheelmen brought up the rear of procession. Immense crowds cheered the wheelmen all along the line. Rain in the afternoon prevented the marine bicycle races, and they were postponed until Wednesday.

The business meeting of the League was held at the Grand Pacific Hotel, Vice-President J. M. Fairfield of Chicago in the chair. Frederick T. Sholes of Cleveland was appointed recording secretary *pro tem*. The corresponding secretary, Kingman N. Putnam of New York, read the annual report, showing that since the last meeting seven hundred and ninety-seven applications for membership had been made, two hundred and twenty-eight being from unattached wheelmen, and the remainder from forty-two bicycle clubs. Large accessions had been made from the West. Dillwyn Wistar, treasurer, submitted his annual report as follows:—

Treasurer's Report to League of American Wheelmen for Year Ending 30 May, 1882.
From 27 May, 1881, to 30 May, 1882, both Dates Inclusive.

Dr.

To balance on hand 27 May, 1881...	\$218 56
" cash dues from members (including \$16 twice paid and subsequently returned).....	925 00
" cash admission fees (including \$13.50 overpaid and subsequently returned).....	622 00
" cash deposits on badges issued...	377 25
" cash balances from Ex-Secretary Parsons, as per various accounts rendered.....	33 85
" cash from Cor. Secretary Putnam (balance returned by committee on N. Y. L. A. W. races of October, 1881).....	54 00
" cash account sales of L. A. W. Hand-Book (as per various accounts rendered).....	56 84

Carried forward.....\$2,287 50

Brought forward.....\$2,287 50

To cash returned by treasurer, being difference between amt't voted (6 October, 1881), by board of directors (\$250) for clerical assistance to treasurer, and amt't actually paid (\$108.50), viz.....	141 50
" cash interest on deposits in Provident Life and Trust Company of Philadelphia.....	12 92
	\$2,441 92

Cr.

By cash paid for various expenses of corresponding and rec. sec.'s...	\$388 02
" cash paid for L. A. W. badges, consular "C's" and engraving...	421 25
" cash allowance to treasurer, by vote of board of directors (6 October, 1881), for clerical assistance.....	250 00
" cash paid K. N. Putnam, chairman race committee, for expenses of L. A. W. races in New York, October, 1881.....	305 00
" cash paid C. P. Shillaber, treas. Boston L. A. W. entertainment committee, sundry expenses of Boston Meet, 30 May, 1881.....	105 00
" cash paid G. P. Putnam's Sons, N. Y., for 620 copies L. A. W. Hand-Book.....	199 40
" cash paid H. R. Robinson & Co. of Boston, per E. C. Hodges, chairman of committee for L. A. W., consular and hotel certificates, etc.....	48 25
" cash returned to various clubs and individuals for overpaid dues and badge deposits.....	53 30
" cash treasurer's miscellaneous office expenses, viz.:—	
Postage.....	\$71 93
3,500 annual tickets.....	35 00
Stationery and blank books....	18 47
Printing and type writing.....	36 82
Sundries.....	13 90
	176 12
By balance on hand.....	515 38
	\$2,441 92

NOTE.—All of the above payments except the current expenses of treasurer's office were made only upon authority of board of directors or finance committee. Badges on hand, viz., 42 silver, 30 plated, 10 directors'. E. and O. E.

(Signed) DILLWYN WISTAR,
Treas. L. A. W. for year ending 30 May, 1882.
PHILADELPHIA, 27 May, 1882.

A. S. Parsons of Cambridge, H. S. Livingston of Cincinnati, F. W. Weston of Boston, Fred Aldrich of Chicago, and F. R. Benton of New Haven, were appointed a committee on nominations. After the report of the nominating committee had been received, the League proceeded to ballot for officers.

The following officers were elected: President, W. H. Miller, of Columbus, O.; vice-president, A. S. Parsons, of Boston; recording secretary, Kingman N. Putnam, of New York; corresponding secretary, Angus S. Hibbard, of Milwaukee; treasurer, W. V. Gilman, of Nashua, N. H.

B. T. C. MEET AT NEW YORK.—The annual meet of the Bicycle Touring Club took place at New York on Saturday, 27 May. At ten o'clock that morning, in front of 791 Fifth avenue, at a signal from Capt. Weber's bugle, the Bicycle Touring Club leaped into their saddles, and set off on their trip to Yonkers, Frank W. Weston of Boston leading the way. The Manhattan, Lenox, Ixion, and New York clubs were represented. The Manhattan delegation were commanded by F. Jenkins, the Lenox men by Louis Stearns, the Ixions by P. W. Har-

ris, and the New York squad by Howard Conkling. Only seventeen went through. After a delightful run, over perfect roads, up Fifth avenue to 110th street, and thence by St. Nicholas avenue and Kingsbridge road to Yonkers, the club alighted at the Peabody Hotel at 1.15, leaned their machines against the trees, and went to dinner. At 3.30 the party set out on the return trip.

ESSEX COUNTY MEET.—The first annual meet of bicyclists of Essex County was held in Lawrence on Tuesday last. There were representatives present from Salem, Lynn, Marblehead, Beverly, Newburyport, Haverhill, Andover, and Bradford. About one hundred and fifty men were in line, and parade was made through the principal streets. The Essex County League of Wheelmen was formed, with the following officers: President, M. D. Currier of Lawrence; vice-president, E. F. Davenport of Marblehead; secretary, J. Fred Adams of Haverhill; treasurer, J. S. Burbank of Salem; commander, W. O. Faulkner of Lynn. The visitors were entertained at a banquet.

RACES

Coming Events.

3 June. Manhattan Athletic Club, New York. One-mile bicycle handicap. F. J. Graham, 56th street and 8th avenue.

3 June. Montreal Athletic Association games. Three-mile bicycle race. Chairman sports committee. Box 1,138, Montreal.

8 June. Oxford Agricultural Fair, Oxford, Chester County, Pa. Bicycle races. T. K. Stubbs, Lock drawer 365.

10 June. Amateur championship meeting of the N. A. A. A. A. Two and five-mile bicycle races. Secretary, Box 3,478, New York.

10 June. First in the five-mile championship races of the Massachusetts Club, Beacon park, 4 P. M.

17 June. Druid Hill Park Lane, Baltimore, Md. Ten-mile race; open to any Baltimore amateur. Half-mile race; open to any amateur. First and second prizes. Clymer Whyte, 87 W. Chase street, Baltimore. Close on 12th.

NEW YORK, 19 MAY.—The annual spring games of the Crescent Athletic Club were held on the Manhattan grounds. The two-mile bicycle handicap was contested by E. A. Thomson, 40 yards; F. E. Davison, 60 yards; R. G. Rood, 40 yards; F. D. Howard, 20 yards; Lewis Stearns, scratch; E. C. Hunt, 120 yards. The handicaps were not well arranged, and the scratch man had no chance; and Thomson was winner in 6.58, and the others finished in the order above named.

PHILADELPHIA, PA., 17 MAY.—The annual spring games of the University of Philadelphia were held on the grounds of the Young America Cricket Club at Stenton on the above date. A bicycle race of two miles was contested by J. P. Croasdale, first, 8.45 $\frac{3}{4}$; T. D. Whitaker, second.

PRINCETON, N. J., 17 MAY.—The annual spring games of Princeton College included a bicycle race of two miles. In this W. P. Field had a "walk-over."

BOSTON HORSES VS. BICYCLES, AT THE CASINO.—On Monday last there was begun at this place a very novel contest, in which horses and men are competing for the supremacy. Charles F. Le Roy, who is known as the champion long-distance rider of the world, will with ten horses endeavor to outride John S. Prince and Fred S. Rollinson, who are equally as well known as the best professional bicyclists of America. Mr. Le Roy rides ten horses a day, riding each for five miles. Mr. Prince and Mr. Rollinson will alternate one hour each on the bicycle. Mr. Le Roy has the reputation of being one of the best equestrians in the world, and during the week he has given several exhibitions of his skill, such as bare-back riding, changing horses without stopping, and in using no bridle with the majority of his horses. The race continues from 1 to 11 P. M. each day, and will conclude at 11 P. M. on Saturday, when the winner will be presented with a purse of \$2,000. The start was made with Prince on the bicycle. Le Roy started off at a gallop. The contestants finished the first mile together, in 3m. 3s. Le Roy changed horses five times in the first hour, not wishing to push them till they were accustomed to the track, a portion of which was in poor condition. The score at the end of the first day was: Leroy, 122 miles 1 lap; bicyclists, 148 miles 2 laps.

PRINCE VS. ARMAINDO. A FIFTY-MILE RACE AT THE CASINO, BOSTON, 25 MAY.—The fifty-mile handicap between John S. Prince, champion of America, and Louise Armaindo, champion female bicyclist, was run at the Casino (Institute building) on Thursday afternoon last. The race, though a long-distance one, proved of extraordinary interest from the start to the close, and so well was the handicap arranged that the winner could not have been named with certainty during any portion of it. Though Miss Armaindo was not in the best condition, having been sick four days previous to the race, she held out pluckily to the end, and fought for the laurels with a determination that won applause from the entire audience. It was a wonderful exhibition of endurance on her part, and she seemed as free from fatigue at the end as when she started. For the last ten miles she showed some fine spurring, and the champion had no easy task to pass her. "She rides just like a man," is the remark heard by all who witness this lady's performances; but they might go further and say that few men ride with the grace, ease, and steadiness that Miss Armaindo shows. During the first thirty miles Prince rode in fine form and with great speed. He succeeded in cutting every record save one up to this distance. But the pace was too much for him, and he was taken with cramps, and rode the rest of the distance in great pain. It was only by the encouraging words of his friends that he was kept on his machine till the finish.

Prof. Rollinson stood ready with remedies, and if Prince had come off there would have been little delay. On the forty-second mile the champion had made up his handicap and was just behind the lady. This position he held until the last mile, holding himself in reserve for a final effort. The last mile proved exciting, for both riders went for all they were worth, and the lady held the lead for three laps. Prince made a magnificent spurt on the last half, passed Miss Armaindo, and won the race by half a lap. So close a contest in a long-distance race is rarely seen. In justice to Mr. Prince it must be said that he has never claimed to be a long-distance rider, and this is his first important long race. All his triumphs have been made in short races, rarely exceeding ten miles. The race was advertised for two o'clock, but did not commence until 2.46. The officers were: Judges, J. S. Dean, Abbot Bassett; clerk, G. C. Coleman; scorers, G. H. Waters, Chas. F. Leroy; timer, Frank W. Weston, whose watch was checked by watches held by the judges and by Mr. Waters. Below we give the time made in the races. A * denotes the best professional record for America.

MILES.	PRINCE.	ARMAINDO.
1.....	*3.13	3.40
2.....	*3.11	3.43
3.....	*3.20	3.41
4.....	*3.56	3.30
5.....	*3.13	3.51
6.....	*3.10	4.37
7.....	*3.19	4.35
8.....	*4.00	4.36
9.....	*3.18	4.39
10.....	*3.23	4.03
11.....	*4.03	4.01
12.....	*3.20	4.02
13.....	*4.04	4.10
14.....	*3.25	4.05
15.....	*3.25	4.48
16.....	*4.11	4.11
17.....	*3.31	4.16
18.....	*4.15	4.14
19.....	*4.19	4.57
20.....	*3.41	4.11
21.....	*4.32	4.20
22.....	*4.39	4.24
23.....	*4.00	4.12
24.....	*4.00	4.59
25.....	*4.15	4.20
26.....	*4.37	4.27
27.....	*4.01	4.57
28.....	*4.80	4.21
29.....	*4.37	4.22
30.....	*4.03	5.01
31.....	*4.37	3.38
32.....	*5.06	5.17
33.....	*3.39	5.33
34.....	*4.38	5.23
35.....	*4.46	4.45
36.....	*4.38	5.10
37.....	*4.13	4.22
38.....	*4.12	5.15
39.....	*4.14	4.33
40.....	*4.09	4.33
41.....	*4.49	5.01
42.....	*4.27	5.05
43.....	*5.14	4.37
44.....	*4.40	4.54
45.....	*4.03	4.03
46.....	*5.34	
47.....	*5.04	
48.....	*4.34	
49.....	*4.55	
50.....	*3.35	

INTERCOLLEGIATE CONTESTS, NEW YORK, 27 MAY.—Two-mile bicycle race, Eliot Norton, Harvard (1), 6.52 $\frac{2}{3}$; R. G. Rood, Columbia (2).

BOSTON, 27 MAY.—Spring meeting of Institute of Technology Athletic Club.

One-mile bicycle race, R. F. Stahl (1), 3.42.

CHARLESTON, S. C., 24 MAY.—The second of the series of races of the Charleston Bicycle Club took place on Sullivan's Island beach, four miles from this city, Wednesday, 24 May. Handicap half-mile was won by Mr. Geo. L. Holmes, J. R., in 1.40; A. J. Salinas, second, 1.41 $\frac{1}{2}$; J. S. Whaley, third, 1.44. This was a very pretty race, all the men keeping together from the start. The second race was for members of our club only, half-mile dash for gold medal: A. L. Bristol winning in 1.30; J. A. Ball, second, in 1.35; Julien Breese, third, in 1.40. Our next races (club members) I trust will be better than either of the others and I also think we can show better time.

B. B.

At the race meeting of the Fernside Bicycle Club, Melbourne, 18 March, a ten-mile handicap was run by twenty competitors, only one of whom started from scratch, and was won by Bloomfield, who had the longest handicap, 3m. 30s. The scratch man, Hazelton, made the first five miles in 16m.; the second man, H. Stokes, who by mistake was at first awarded the prize, with 2m. 10s. start, covered the remaining distance in 31m. 8 $\frac{1}{2}$ s., or equal to 33m. 18 $\frac{1}{2}$ s. for the ten miles.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

San Francisco.

Editor Bicycling World:—In relation to "San Francisco's Race Track," of which such a perfect description appeared in the *WORLD* of 12 May, by "P," it surprises me greatly that such a well-informed person (bicyclingly) as your correspondent should not be able to distinguish, after four year's experience, the difference between a Club Racer and a 52-inch *Special Club*, weighing forty-one pounds, which has been used for the past two years exclusively by the gentleman who owns it for the purpose for which it was built, viz., road riding. The machines used by the others were principally Harvards, weighing from forty-one to forty-seven pounds; and unless the gentleman considers the Club a superior machine to the Harvard, I cannot see the advantage I had. And "P." does me a great injustice; he does not state matters as they really are. I most emphatically deny having been in racing condition, as three of the participants were; having just returned from Los Angeles, a city 482 miles from here, and not having ridden for ten days previous to the race, my condition physically was very poor. He also fails to state that the handicapping was done without the least regard to authority and mathematics.

Having had a record of 3.36 $\frac{1}{2}$, I was figured at 3.23, 13 $\frac{1}{2}$ s. less than was proper. The winning man was figured at 4.10, on account of not having a record for a mile: he was given 330 yards, on a five-lap track, which is across the street from his residence. An enthusiastic wheelman, with a feeling for the sport at heart, would have simply considered it preposterous to have started with such odds, nearly one lap. Had the race been six laps, instead of five, all would have been far in the rear of the scratch man, who rode for the first time on this track under other disadvantages unnecessary to here mention, riding the full mile in 3.26 $\frac{1}{2}$, which I can safely consider, at this early date of the season, under the circumstances, not so poor after all.

"P." mentions "racing costume": does he expect a person to contest in a race wearing an overcoat?

Allow me to state that this event was under the strict jurisdiction of the N. A. A. A., for blood only, and not so much as a leather medal as big as a nickel.

SCRATCH MAN.

Montreal.

Editor Bicycling World:—Well, "here we are again," in all the hurry of another bicycling season. "Tempus" has been "fugiting" with a vengeance for some time past. Why, I can hardly believe that a year has come and gone since our "noble five" stood on the rear platform of the eastward-bound Pullman, gracefully kissing their hands to us poor mortals left behind in the classic shades of old Bonaventure. I remember registering a silent vow, when wheeling homewards after the train had departed, that come what would, the next Meet of the L. A. W. would be honored by my presence. This vow was double-riveted when I heard an account of the jolly times our men had while in Boston; but—alas for the best laid plans of mice and men!—mine have gone so far "aglee" that the second (I humbly crave "Kol Kron's" pardon, the third) annual Meet of the L. A. W. will have to get along without "Yours truly" as best it can... I feel sure you will be glad to hear that we have retained nearly all of our old riders, besides adding quite a number of new ones; but let me be orderly and methodical, and take them in proper rotation. Stand forth, then, modest merit. Ah! "Jingling Johnny," I see, answers the call, and slips briskly forward.... "J. J." is as irrepressible as ever; a little more crazy on the subject of club drill and fancy riding, but not quite so inclined to kick over the traces as before. He makes a good, energetic officer, and is a first-class fellow when you know how to take him.... Next! brings up "Hungry Tommy," as smiling, good-natured, and hungry as ever. The year that is just past has added a few gray hairs to his flowing whiskers,—taken them, I fancy, from the top of his head,—but in all other respects he is the same old H. T. as ever.... We have lost "Geawge" and

"Arry" this spring, as they, for reasons best known to themselves, have left the club; and no longer will the ladies on the Pavilion be "mashed" by the benign smile shining through "Arry's" elegant *pincc nez* as he sails round the track in a ten-mile club race.... "Freddie" Holden, our little champion, is in better form than ever, and is expected to give a good account of himself this year. "Mait" Smith, his great rival, is also working hard and hopes to surpass his last year's records.... The "Long Three" are all getting bigger machines than ever, and are going in for heavy riding.... "Mosquito" Barclay has a mate now in the person of "Wee Donald," who, small and young as he is, manages his "46" with an ease and grace that put many an older rider to shame.... "Tri." Davis has grown a ferocious black beard, and has sold his "tri." and bought a "bi.".... The "Pelican" has improved wonderfully in his riding and good looks, and is, if anything, more good-natured than ever.... "Our Bugler" has given us plenty of "chin" music this season, but so far we have not heard one solitary "toot" from his other *blowing* machine; but we live in hope.... "Stubby Chawles" is stubby no longer, but keeps his face clean shaven.... And our captain,—

"As good a fellow, by my word,
As ever did n't draw a sword,"—

no more the "genial and pains-taking" scribe, he has bloomed out into a "gallant commander." It is a moving sight to see him, after a run to Lachine or St. Vincent de Paul, and after attending to the wants of "Dizzie," the "Club Dawg," drop into an easy seat and

"Resting a stout and handsome pair
Of limbs upon another chair,"

proceed leisurely to light his "old reliable" and puff away for fifteen minutes or so;

"And when the beer came in, and he
Had drank about enough for three,"

he will turn to Friend Boniface, and in mellow accents demand,—

"How much, my friend, o' the root of sin,
Dost charge for what we have tucked in?"

settles the bill, then transfixes "our bugler" with an eagle eye, and in a reproachful tone asks him if he (O. B.) thinks he will live long enough to worry down his last mouthful, so as to be able to sound the "Fall In." Our bugler in his haste and confusion gulps down his last bite, chokes, gets black in the face, and is only brought to by a violent blow between the shoulders from the buckle end of the "Pelican's" surcingle, casts one last fond glance at an untasted sandwich, rushes outside, and in a moment "Boot and Saddle" sounds merrily on the breeze, and we are soon speeding swiftly homewards.

I assure you, Mr. Editor, that when we are drawn up in line, each man with his hand resting on his saddle, we think no "small potatoes" of ourselves; but joking aside, I fancy it would be hard to

find a more healthy, better looking or more gentlemanly set of fellows than bicyclers, all the world over. All old riders know, and the outside public can take my word for it, that—

"When you see a man with a belly as big as a tub,
He does n't belong to a bicycle club."

K. K.

MONTREAL, 22 May, 1882.

A Missouri Run.

SATURDAY, the 29th of April, three "toughs" met in the headquarters, and after turning up their aristocratic noses at the sixteen-mile run called for the day following, concluded that as the weather was fine and the roads in good condition, a "best on record" run (for this part of the country) would be in order. Let me here explain that a "tough" is a man who can ride all day and half of the night over the most wretched roads, and enjoy it as much as if he were coasting down hill on asphaltum. However, eight o'clock that evening saw the "Tourist" on a fifty-four, and the "Solid Man" on a fifty, waiting impatiently for the "Deacon," who failed to show up. After waiting some time for the sedate 56-incher, we concluded he had ridden into one of the holes in which our city streets abound, and was waiting for a derrick to hoist him out, so we sailed out the white, smooth road at a ten-mile gait. Through Forest Park, Cheltenham, and Benton we rolled, and after a tremendous coast, brought up at Bartold's Eight Mile House. A few minutes' talk with the landlord (and of course some lacteal liquid refreshments), and we mounted again and proceeded to "whoop her up" so as to arrive at Manchester before the hotel was closed. At Stone's Falls the first accident took place, the 50-incher striking a large rock just as he was taking his legs from the handle bar, and he took a magnificent header, leaving his machine in the road for the Tourist to ride over, which feat was performed so successfully that it brought down the house,—also the Tourist. One badly demoralized crank was the result, and detaching same from the axle, it was straightened with the stone that caused the fall. The Tourist sat on the fence and philosophized while the other hammered and wrenched the crank into shape, and finally the procession started again. We were well out in the country now, and the stillness was only broken by the howl of some farmer's dog, or the sharp ring of a loose stone on the steel rims. The moon gave a glorious light, and we struck better roads as we went on, and arrived at our destination at 10.30 P. M., having covered the twenty miles in 2 hours and 20 minutes, including the time lost on the road in blacksmithing, etc.

Our wheels were placed in the stable, and we retired immediately, as we were going to have a hard day's ride on the morrow. We arose early the next morning, oiled our machines, and demolished a good breakfast, paid the landlord

(which was n't much, as he only charged us fifty cents apiece for lodging and breakfast), and started down the road against a tremendous wind. For the next eighteen miles, wind, hills, and fresh gravel on the road forced us to slow down to a funeral gait, and at ten o'clock we left the State road, not without some misgivings, and rode slowly along the banks of Fox Creek. Suddenly the road turned into the creek, and as they don't use bridges in Franklin County, we had to ford it; that is, we carried the machines on our backs and jumped from rock to rock, getting across "O K." We congratulated ourselves on making it dry-shod, and proceeded on our way rejoicing; but our joy was of short duration, as some two hundred yards farther the road crossed the creek again, and here it was about twenty feet wide, and no stepping stones were to be seen. The Solid Man picked up his machine and walked in, the water coming nearly to his knees; while the Tourist sat on the bank and suggested that the 50-incher carry him over, as he couldn't get any wetter than he was. The 50-incher didn't look at it in that light, so the Tourist took off his shoes and stockings and threw them across, then picked up his 54 and waded over. A farmer was met some minutes later, and he casually informed us that the road crossed the creek nine more times before we reached our destination. We sighed for a marine bicycle, but it was no use stopping there. Pacific and dinner were before us, and nerved us to special exertions (especially the dinner). Five miles of mud, water, and gravel, and we climbed a barb-wire fence with our machines, and took to the railroad for a change. A good road was found some distance up the track, and we mounted and rode into Pacific in good style. As we were the first bicyclers ever seen there, about two hundred people congregated to look at "them things," "all the way from St. Louis." We made for the only hotel the town boasts, and had a very fair meal. After dinner we called on the agent of the railroad company, as the 50-incher works for that corporation, and after talking half an hour or so, gave the "grays" an exhibition of riding on the smooth platform of the depot. The whole town turned out to see us off, and we took the bluffs road back; and if the road we came over was bad, this was certainly worse. Riding was utterly out of the question, so we pushed our wheels up the ascent, stopping every now and then to lay the wheels down and get rested. Over huge masses of rock we slipped and slid, and vented anathemas on the head of the man who directed us to take such a horrible route. There was no road at all, but simply the rocks washed bare by the rains,—in fact, it was like climbing up irregular stairs several hundred feet. Down the other side was no better, and here all traces of civilization were lost, not even a wheel track to be seen. Small scrubby trees grew in the sandy soil, and occasionally a toad

hopped out of the road, or a snake glided off among the rocks. We lay down on some nice soft rocks to rest awhile, and decided that if there was any place more lonely, desolate, and generally heaven-forsaken than the Meramec River bluffs, we would like to see it as a curiosity. Three hours' hard work, and we emerged from the wilderness and struck our "Old Reliable," the Manchester road, and fairly made things dance, getting into Manchester at 5 P. M. Here we got supper and lit our lamps, and rode to St. Louis with but one dismount, arriving home at 8 P. M. The machines fared pretty badly, as the sharp rocks cut the tires wofully. We figured up our mileage, and found that we had travelled twenty-one miles by moonlight Saturday night, and seventy-two on Sunday, sixty-one of which we rode, ten walked, and I guess I would n't miss it much if I said that we swam and waded the other mile. This is the longest ride yet taken in this State, with the exception of eighty-eight miles in a day, made by the 46-incher last October; but he confined himself to the State road, where the riding is good.

We would have had five or six men down instead of two, but the captain could not get a 58-inch "road engine" which he ordered two or three centuries ago from Boston (he says centuries,—I guess he means weeks), and the Deacon was seen trying some fancy riding on the boulevard before we started, and the Alton man's wheel was buckled, and various other things ailed the rest, so the excursion narrowed down to two "toughs."

THE TOURIST.

Road Reports Wanted, not "Literature."

Editor Bicycling World:—Ever since 10 June, 1881, I have been burning with indignation concerning an editorial utterance in your paper of that date; and as it seems advisable, for sanitary reasons, to cool off my rage before the approach of summer, I will free my mind now.

The editorial in question was devoted to a laudatory review of the book entitled "A Bicycle Tour in England and Wales"; and I have no disposition to quarrel with the tone of the review, for I am not familiar with the book. In order to point his praises by contrast, however, the reviewer felt called upon to speak slightly of the ordinary touring reports "which form a large part of the volunteer contributions submitted to the *WORLD*," because "so few of them rise above a mere dry narrative"; and he added, "It is marvellous that men who succeed in other literary efforts fail in any attempt to reproduce on paper the charm of some delightful tour they have taken."

I want to protest against the use of such language as that, Mr. Editor, because of its manifest tendency to discourage the production of what all tourists are anxious to have produced in

abundance,—namely, road reports of a straightforward and matter-of-fact sort, with no nonsense about them. I urge that it is a wheelman's duty, when he discovers a good road of which no report has appeared, to prepare an account of it for publication; and I try to set a good example in this respect by copying off for the *WORLD* such notes as I take on tours which have not been described in its columns. Writing is my profession or occupation; I earn my daily bread by my skill in pushing the pen: yet I religiously refrain from indulging in any "literary" display or verbal fireworks, when I buckle down to the task of composing a road report. "Mere dry narrative" is the very ideal that I aim at in such composition. "The reproduction on paper of the charm of some delightful tour" is the very thing that I set my face against. Road reports should be stuffed full of solid facts, which the practical tourist can tie to,—not fringed with mere intellectual "charms" for the delectation of the club house lounge. If any one of the latter is curious to watch my antics while sustaining the rôle of "heavy literary man," let him lay out a quarter-dollar in the purchase of the June *Lippincott* and soothe himself to sleep by looking at my first-chop, challenge-the-world, champion-belt prize essay, "On the Wheel."

But my present barbaric yawp is not at all inspired by the desire to explain the absence of "literature" from my own road reports, or in any way to defend them. I don't suppose the writer of the objectionable editorial had me in his mind at all; and if I knew that he really did aim his criticism at my reports, that knowledge would deter me not at all from providing more of the same quality of reports for the benefit of my fellow-tourists. The trouble is that other possible producers of good road reports are younger and more modest than I am, and less accustomed to writing as a business. They may be perfectly capable of preparing accurate and valuable accounts of the roads they have explored; but they are disinclined to the exertion, and somewhat diffident about taking up the pen. Such men, therefore, need above all things to be assured that they are expected to supply a "mere dry narrative" of trustworthy facts, without verbal garnishment or "literary" frills of any sort. The minute that you infect them with the idea that none save "literary men," who can "reproduce on paper the charm of some delightful tour," should presume to write road reports, that minute you destroy all inclination they may have to assist in the preparation of an American road book.

So I say to you, my younger brethren of the wheel, if perchance ye have ever been deterred from telling of your experiences on strange roads by a belief in the pernicious theory that the simplest style of report is not the best possible style, throw "literature" to the dogs! Write out what you know about the roads in

the plain language of every-day talk; and the blessings of your fellow-tourists shall sweeten your slumbers.

Let me in this connection thank "G. F. F." for the report of his 200-mile ride of last June, in the *WORLD* of 28 April, and let me at the same time reprove him for not having supplied it earlier. It seemed to me at the time, when I drew attention to it in the *WORLD* of 29 July, as the most creditable road ride yet recorded in America, and I have not since learned of anything comparable to it. There is something satisfactory in having a man confess just how tired he was after such an exploit, instead of pretending that he finished the ride as gayly as he began it; and I hope "G. F. F." will soon favor the *WORLD* with a report of his tour from New Haven to Saratoga in 1879. I myself have a haunting desire to attempt a hundred miles in a day this season; and perhaps after the Chicago Meet is over, I shall try it on the ridge road along Lake Erie, from Girard, Pa., to Buffalo. My belief is that that is the best long stretch of road in America, and I think that some of our swift riders might make a really remarkable record upon it, if they would only try.

KOL KRON.

WASHINGTON SQUARE, N. Y., 9 May, 1882.

CURRENT CALAMO

WE shall give a full account of the annual meeting and grand parade next week.

PRINCE did n't have a "walk-over" in his 50-mile race with Bonnie Louise last week. He has n't been so hard pushed since the January 10-mile dash with Keen.

Mlle. LOUISE is clear grit, and her powers of endurance are nearly equal to her pluck.

THE *Sporting Gentleman*, a new paper devoted to popular sports and pastimes, is just issued in New York, and presents a handsome appearance typographically; and if the first number indicates the quality of succeeding ones, it will prove an acceptable addition to sporting literature. Marius Lazare is the editor.

LAWRENCE, KAN., has eight wheels, and a club will soon be formed.

THE members of the League now know what it is to be "Chicagoed."

MR. THOMAS HARRISON, the professional, has arrived home from his trip to Europe. He brings a 55-inch Rudge racer, and expects to pump an inside of three minutes gait out of it.

FRANK HOWARD, of New York, entered the races at Washington, 20 May. After the race he telegraphed to his friends: "I got a place, but it was in the hospital."

JACK KEEN is in hard training, preparatory to an attempt to make his twenty miles within an hour.

AND now they have a "Jumbo" bicycle. Will carry a trunk, no doubt.

BOSTON has gained another racing man in the person of W. J. Morgan, who has won fame on the Canadian race tracks.

WE think that all who saw the race of Thursday, 25 May, will admit that Prince is the only man in the country who can give Miss Armaindo five miles in fifty.

THERE is a grand chance for some one to gain a record with little trouble. We have in America no records for $\frac{1}{4}$, $\frac{3}{4}$, $1\frac{1}{4}$, $1\frac{1}{2}$, $1\frac{3}{4}$ miles. The English have such records. Why do not we? It is a plum of easy picking. Who will reach for it?

DIRECTOR C. H. LAMSON, of Portland, Me., and C. W. Reed, the Boston artist, have joined the Massachusetts Club.

IT has been decided by the management of the Casino to charge fifteen cents to parties using their own bicycles on the track. This entitles them to the use of the track during the time it is open.

THE second in the series of championship races will be held by the Massachusetts Club at Beacon Park, Saturday, 10 June, at 4 P. M.

SEVERAL very narrow escapes have been made at the Casino by persons crossing the bicycle track while riders were taking their spins.

A WELL-KNOWN Boston wheelman and his entire family were seen riding through the streets of a suburban town on tricycles, one evening last week.

CHARLES E. PRATT, ESQ., delivered an oration before the assembled G. A. R. Posts of Boston at the soldiers' monument, Boston Common, on Tuesday. It was a very creditable effort.

REV. M. D. BUELL describes a trip from New York to Boston by bicycle in the Boston *Courier* of Sunday last.

MESSRS. LEROY, PRINCE, and ROLINSON, contestants in the great race at the Casino, were driven about the streets of Boston in an open barouche, headed by a band of music, on Monday forenoon last.

FRYE is doing nicely. The physician who attended him is but just able to visit his patients, — suffering from injuries to his legs through having been kicked by a horse.

A HAPPY party of wheelmen took the six o'clock train on the Hoosac Tunnel Line Saturday evening, bound for the Annual Meet of the L. A. W. The majority of the party were members of the Boston Bicycle Club, which had engaged the Pullman car Whitehall for the exclusive use of itself and friends, and a special baggage car containing the wheels belonging to the party. The Boston Club representatives were as follows: E. C. Hodges (captain), J. S. Dean (secretary), George B. Woodward (treasurer), William B. Everett, E. F. Lowry, C. L. Clark, W. W. Stall, E. Barrows, and E. W. Hodgkins. Mr. F. W. Weston, also of this club, was to join the party *en route*, having gone on ahead to New

York to attend the Bicycle Touring Club's Meet in that city on Saturday. There were also three members of the Chelsea Club, — William E. Gilman, Horace J. Phipps, and George H. Hood, Jr.; two members of the Massachusetts Club, — A. S. Parsons and Charles W. Reed; and two members of the Providence Club, — Capt. J. A. Cross and Dr. Bridge. A large body of friends was in attendance to give the boys a "send-off."

BEFORE leaving its club-house in Union Park for the trip to Chicago, the Boston Club was presented with an elegant banjo by Mr. George C. Dobson, which was taken along with the party, — several of the members being expert amateur performers on this instrument.

THERE were giants in those days: Garvey, the St. Louis bicycle dealer, has yanked the bun, having filed an order in Boston this week for a 62-inch bicycle for a member of the Missouri Bicycle Club, who stands six feet five inches in his stockings. Now let Chicago take in its sign. Next!

CAPT. SHILLABER, of the Massachusetts Club, tells us that he boarded the train in which the bicyclers were *en route* for Chicago, at Greenfield, Mass., and that they punched him. "Tell it not in Gath," etc.

S. CONANT FOSTER, of New York, made us a pleasant call the other day.

THE Massachusetts Club was booked for an early morning breakfast run on Thursday, 1 June. Start at 3 30 A. M., and run to West Newton. Breakfast at 6.45 A. M.

H. C. FINKLER, of San Francisco, met with an accident recently, breaking all the bones of his right hand between the knuckles and the wrist. He was hardly in condition to enter the recent races, but he went in.

BICYCLERS everywhere will be glad to learn that the first reports of the accident to Lewis T. Frye were highly exaggerated. He fell from his machine while riding down a stony hill on the South-boro' road, and struck on his head. He was taken up senseless, and lay in an unconscious state for many hours. No bones were broken, and his skull was not fractured. He is now doing well and will soon be out again. Lewis is a good fellow, and has hosts of friends, who will be glad to welcome him on his recovery.

DIRECTOR LAMSON says, if he is ever led into a race, he will cover his wheel with paper, and then it will cut through the air, and there will be less resistance than when every spoke whips the air and retards progress. He will not take out a patent.

THE Massachusetts Club had an all-day run on Decoration Day. The route taken was through West Roxbury (*via* Chestnut Hill), Dedham, and Needham, to Hotel Wellesley, where dinner was served. The return was made *via* the Newtons.

THE Chelsea Club run to Salem on Tuesday, and took dinner at the Essex House. They were accompanied by C. H. Wilkins of the Manchester (N. H.) Club.

JULIUS WILCOX is no longer contributing to the *Wheel*.

MR. W. J. SMITH writes the following to the *Philadelphia City Item*: I wish to contradict a statement in your issue of last week as regards myself and trainer, saying we are English champion bicyclists. I am the amateur champion of America, a title which I won at the Polo Grounds, New York, last October, not an English champion. Mr. Herley, my trainer, is not a champion bicyclist, but I am still in a position to ride against any American amateur bicyclist for the championship. By your earliest publication of this you will greatly oblige

W. J. SMITH.

THE proprietor, editor, and editorial contributor of the *WORLD* are at Chicago, and a green hand occupies the editorial saddle this week, so look out for headers. Give us a clear track and we will make a run for it. If we should make an untimely plunge and land on the favorite corn of any reader, let him take his revenge on the editor when he gets back. In the mean time, those who desire to send bouquets should hurry them along. Cowhodings can wait till the editor returns.

IN the three-mile race, which was in the series recently held by the Capital Club, at Washington, D. C., and reported in our issue of last week, Mr. J. M. Borden, while going at a high speed, was thrown violently from his machine by a policeman accidentally in the way. Howard, close behind, unable to avoid them, was also thrown, and carried off insensible. Smith, able to avoid the wreck, redoubled his speed. Borden, although badly hurt, remounted and continued the race, although a quarter of a mile behind. As he passed the grand stand he changed machines, overtook Smith, and won the race by nearly fifty yards.

SECRETARY SHAW, of the Charlotte (N. C.) Bicycle Club, writes that seeing our announcement of Capt. Shillaber's being at Newbern in that State, recently, the club sent him an invitation to be present at their 20 May celebration, but as they received no reply, he had doubtless left for home before the letter reached Newbern.

PLEASE send the *Bohemian* and advertisement, Colonel. Can't you see that it is throwing ink at us to get into your good graces? Don't be ungrateful!

WE note with pride the improved condition of many of the avenues in Chelsea. The superintendent of streets, although not a bicycle rider, is interested in having smooth streets, and is making a great name for himself by his good work.

THE resume of the patent question, "How it Stands," will be continued in our issue of 9 June.

THE Chelsea Club appeared in their new uniform on Tuesday. The style and color are very satisfactory.

"KOL KRON," who writes the "College Chronicle" for the *New York World*, gives the whole of his space this week to a consideration of the wheel interest at the colleges. From his article we digest the following: The Michigan University Club has thirty wheels, and sent two representatives to Chicago; Amherst College Club has twenty-five wheels; Princeton College Club has fifty members; Columbia College Club has twenty wheels, and boasts the fastest riders among college men; Pennsylvania University Club has twenty-five members; the Harvard College Club is the largest amateur club in the country, having one hundred and five members; the Yale Club has twenty-four wheels; Lafayette College Club has nine wheels; Williams has a bicycle club, also California University, and Dartmouth, Bowdoin, Rochester, Syracuse, Kenyon, and Marietta are among the colleges whose papers make occasional mention of individual patrons of the wheel. Wheeling on the frozen surface of lake and river was described as a popular pastime at Wisconsin and Michigan Universities, but the present is the most attractive season for exploring the country highways.

GLANCES ABROAD.

SINGER & Co. have a new pedal which is a great success. It is equally good for the two or three wheeler.

TRICYCLES are in great demand in England, and the manufacturers get more orders for these than for bicycles.

THE *Bicycling Times* reports the races at Boston of 29 April, and credits Corey with a mile in 2.51 $\frac{3}{4}$, and Claflin, 2.58 $\frac{3}{4}$. It forgets to mention the handicap.

THE Executive Council of the B. U. has recommended that the money value of prizes at race meetings be considerably reduced.

THERE were five hundred tricycles at the meet on Barnes Common, 13 May.

HARRY ETHERINGTON has not been a bachelor since 25 May.

LADIES who ride the tricycle in England are adopting the divided skirt. The editor of the *Cyclist* notes that he recently rode a double tri. with a lady friend, and it was not until the journey was over that he discovered that she wore a divided skirt, so completely does it amalgamate with the folds of the dress.

A CORRESPONDENT of the *Leeds Mercury* has been looking up the best recorded one-mile time for swimming, walking, running and bicycling. He finds that the ratio of these times is expressed by the following figures: Swimming, 9.15; walking, 2.30; running, 1.54; bicycling, 1.00.

THE Scottish Bicycle Meet will be held at Edinburgh, 17 June.

THE ninth annual bicycle competitions between the English universities took place 6 May on a good track, and with the result herewith shown: Two miles — W. F. Buckley, Oxford, first, in 5m. 52 $\frac{1}{2}$ s.; G. D. Day, Cambridge, second, by four yards. Ten miles — J. S. Whatton, Cambridge, first, in 31m. 35 $\frac{1}{2}$ s.; W. F. M. Buckley, Oxford, second, by two yards; W. K. Adam, Oxford, third, by two yards. Twenty-five miles — G. D. Day, Cambridge, first, in 1h. 21m. 18 $\frac{1}{2}$ s.; H. Muir, Cambridge, and W. A. G. Walter, Oxford, rode a dead heat for second place.

The Deacon's Drop.

WITH 'cycle all shining and bright,
With legs that in stockings were cased,
The deacon climbed up on his tall "56,"
And after the Standard man raced.
But the sprinkling-cart fiend had been there,
And the mud would have made a saint curse;
Said the deacon, "By gum! the next time I come
Down this way, it will be in a hearse."

"Oh! men with shovels and picks,
Why left ye that mound in the street?
I will never get safe past that pile of old bricks;
Heaven help me to fall on my feet!
My speed I can't slacken at all;
I resign myself now to my fate!"
So he picked out a soft place to fall,
And stood in the mud on his pate.

This tale is a sad one to tell;
He struck like a car-load of lead;
So they buried him there where he fell,
And the wagons roll over his head.
No headstone we raised o'er the place
Where the deacon went down in his might,
But a "56" ghost haunts that Chestnut street coast,
And no wheelman rides there after night.

Let us hope, when to heaven we fly,
That the deacon will pilot us round
Over streets that are level and dry,
In that place where no rock-piles are found.
But if heaven is harder to reach
Than "Old Solomon's" hill-side so high,
Fully half of the "gang" their legs over will hang,
And to Hades coast down on the fly.

BICYCLE CLUB, 12 May, 1882.

A. Y.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

P. T. D. — Any points will be appreciated. Will do as you wish.

J. M. T., Sing Sing. — Instructions where to send money for League dues will be published next week.

G. C. — Editor away. Wait for his return.

C. J. K., Columbus, Ohio. — Thanks for documents received. Will use next week.

J. H., Boston. — The best professional record for one mile is held by John S. Prince. It was 3.19 $\frac{1}{2}$ till 25 May, when he lowered it to 3.13. The 3.19 $\frac{1}{2}$ was made in the race with Rollinson. Rollinson claims 3.04 made at Potsdam, 23 September, 1880, but none of the authorities have allowed it.

F. H. B., New York. — Yes. A record made under cover will stand.

J. M. B., Chicago. — Amateurs are allowed to race with professionals in England only under sanction of the Bicycle Union. Such contests are common over there; the L. A. W. does not provide for such races.

H. D. C., Columbus. — "Cortis on Training" is still in press. Long wind, endurance, and quickness of motion are what you should train for.

K. T., Chelsea. — S. Corbett, England, has the best mile on record on a tricycle, 3.34 2-5. Best time in race at Boston, 4 July, 1881, was one mile in 5.43 $\frac{1}{2}$. It was a poor track.

W. L., Englewood. — See article on "Bicyclers' Rights."

H. A. M. — Our columns are always open to suggestions looking to the improvement of the wheel.

A. G. F., Philadelphia. — To make "shandygaff" mix lager and ginger ale in equal quantities.

J. D. — We should have received the "Cyclist Annual" many weeks ago. The delay is unaccountable and uncalled for.

F. M. B. — The duty on books is 25 per cent. You will have to pay it on a single volume unless the postal authorities are lax, as they often are, and the book gets through.

F. B., Newport. — The machine is illustrated and described in "The Velocipede," which we have on sale. Not fresh enough for us.

H. M., Boston. — Prince and Rollinson are of English birth. Miss Armaindo is from Montreal, of French descent.

BICYCLING is the particular sport of young men. But young men cannot always raise \$100 or more to procure a wheel. They fool away a great deal of money at the riding schools and in hiring machines. How much better to let this money go towards the purchase of a machine. I. P. Lord & Co., of 48 Union street, sell bicycles on the instalment plan, and make easy terms of payment. The firm is noted for its square dealing. Those who cannot raise the necessary funds to buy a wheel outright are recommended to try this firm. Get your wheel and have the good of it this fine weather.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOPEDIQUE. — Weekly. I. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, \$2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

CYCLING. — Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, \$1.00; six months, 50 cents. *Cycling and Bicycling World* for \$3.00. E. C. Hodges & Co., Boston.

CYCLIST & WHEEL WORLD ANNUAL. — Yearly, 1882. Edited by C. W. Nairn and Henry Sturmy. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmy, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM. — A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882. — Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Paper, 50 cents; cloth, 75 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

THE Indispensable for 1882; Tricyclist Hand-Book for 1882; Guide to Bicycling, new edition, — all by Henry Sturmy, — are now in press, and will be ready for delivery in a few months. We are ready to book orders for these works. H. L. Cortis's "Book on Training" is also in press, and will soon be ready for delivery.

A B C OF BICYCLING. Complete instructions for learners. 10 c. nts. By mail, 12 cents. E. C. HODGES & CO., 8 Pemberton Square.

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The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

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MISCELLANEOUS.

4-line Advertisements in this department, \$6 per year.

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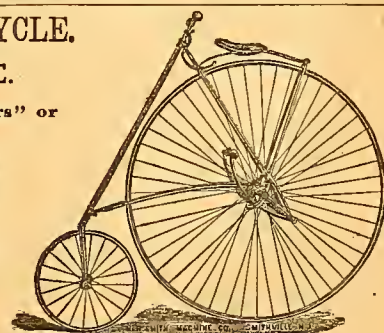
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The Official Organ of the League of American Wheelmen.

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William S. Gilman, Editor.

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Volume V.
Number 5.

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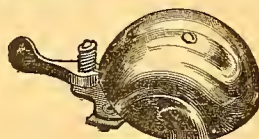
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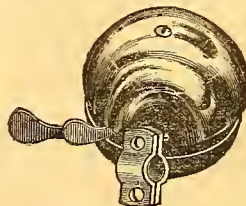
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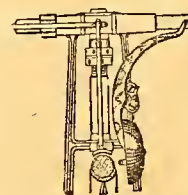
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As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 9 JUNE, 1882.

THE ANNUAL MEET.

FOR several weeks preceding the spring meeting of the board of directors, held 27 March, in New York, a constantly growing desire had been expressed from many sources that the Meet might be held in the West this year. It was urged that the cause was assured in New England, and no special incentive to its growth was needed in this section; that no prejudice existed against the bicycle in the Atlantic States, while in the West wheelmen had everything to contend against and needed encouragement to strengthen them, such as the moral influence an imposing demonstration might give. Under pressure of this urging, the board of officers decided to call the Meet at Chicago. It was represented and generally believed that notwithstanding the comparatively small

numerical strength of bicyclers at the West, and their widely scattered condition, sectional pride and Western enthusiasm would so largely enter into the question as to insure what our English cousins call a "monster meet"; and even the coolest-headed advocate of the Western Meet, or even those most indifferent to the subject, did not estimate the attendance of wheels would be less than five hundred, while the figures were often set at from eight hundred to a thousand. Well, the Meet has been held; and notwithstanding that the bicycling press of the country fully and freely and constantly announced the event, and urged its importance, and strove to induce a large attendance; and notwithstanding that the Chicago men worked nobly and enthusiastically, and did all that was possible for them to do, and did it well, obtaining large local and important municipal favors and concessions; notwithstanding the great increase in bicycling all over the country since the Boston Meet, when a fraction less than eight hundred wheels were in line, — yet the number of bicyclers in the Chicago parade, by actual count, was only two hundred and ninety-four! Now, how much has been accomplished by having the Meet in the West? The assembling and parade of three hundred wheelmen in as large a city as Chicago is by no means an imposing sight. The ordinary annual parade of a lodge of Masons or Odd Fellows, or a single militia company, would have created as much public interest, produced as great a sensation, and impressed the people with the importance of its order, as the Chicago gathering accomplished for bicycling. In Newport, in Cleveland or Columbus, in Worcester or Springfield, in any moderate-sized city, it would have produced a grand holiday; it would have closed the stores, the schools, the public buildings, and proved a more than nine days' wonder, and the entire press of the country would have devoted large space to its description. In Chicago, so immense is its area, so engrossed in business are its people, so little observance is made of holidays of any kind, that probably nine tenths of its populace were unaware of the gathering until they had read the next morning's papers; and then thought no more of it than of the ordinary base-ball championship match, or of a billiard tournament. The most important gain it has obtained for

bicycling (and in some respects it is very important) is in securing municipal recognition and official favor through the efforts of the local committee of wheelmen. This may yield good fruit in the direction of securing road rights; but in so far as making an imposing display is concerned, we believe much more good may accrue by holding the Meet in a smaller city.

IN the business meetings much was done that will be important in results, — whether favorable to the League's prosperity or not, time and experience must decide. The action in regard to the proposition of the National Athletic Association was, we think, wise; and all lovers of legitimate amateur racing cannot but cordially indorse the adoption of the rules appointing a racing committee and placing all amateur contests under its supervision. The rules providing for State chief consuls and State representatives, which will be equivalent to the establishment of State or subordinate Leagues, also promises to work to the good of both members and the general body. The abolition of the permanent and elective office of commander, and the substitution therefor of a chief marshal, to be appointed in accordance with the judgment of and by the board of officers, in connection with the selection of the place for the Annual Meet, will likewise win the general approval. Other changes and additions to the rules, which the reader will note in the stenographic report, will readily commend themselves to members; and on the whole, we think the organization commences its third year under most favorable conditions for its future strength and prosperity.

IT is seldom that a great body convenes from so many and such distant and widely separated sections without some clashing of opinions and desires, and so we wheelmen must needs have our little unpleasantness to record. At the time of writing, we have not received from headquarters the stenographer's report of the business meetings, in which the reader will have the superficial aspect of the whole difficulty in detail, and which, we may state, was in brief as follows: The committee on credentials had reported in a general way the number of voters present, individually and by delegates. No objection was raised, and tacitly accepting the report, the meeting proceeded to collect

ballots for president; and while these were still being counted, a member of the Massachusetts delegation asked for a detailed report of the committee on credentials, intimating at the same time that all was not right. The Chair then read the report in detail, at the conclusion of which the gentleman objected to the reception of the forty votes of the Crescent Club of Boston, stating that he believed no member of that club was present. The Chair or the corresponding secretary (we forget which) explained that four members of the Boston Club had presented credentials as delegates from the Crescent Club. The Massachusetts member thereupon somewhat hastily cried, "Then I blush for the Boston Club!" and continued speaking in terms severely reflecting upon the honor and integrity of the Boston Club, implying that they were acting in an underhanded and dishonorable manner, and trying to spring a fraud upon the convention. This the Boston Club very properly resented, and in their indignation rather unwisely insisted on a motion to accept the committee's report as final. Considerable interchange of personalities ensued, and before a settlement of the question was arrived at, a temporary adjournment to supper was made. On re-assembling, some mutual apologies for personalities ensued, a motion to define the rule under which ballots were cast by delegates was decided adversely to the admission of the Crescent Club representation, and without the election committee having reported the result of the first ballot, a new election was proceeded with and the result announced; which latter proceedings, were, to say the least, slightly irregular, and if properly investigated might be proved invalid.

THAT is how the affair appears on the surface. In forming an opinion, however, it will be well to look beneath and try to discover the motive of the difficulty. The Crescent Bicycle Club is composed of young men of honorable social and moral standing in Boston, who are proud of their club and jealous of their reputations as a club and as individuals. They intended to send a creditably large delegation to Chicago, under and at the earnest instance of their captain; but the latter, having become temporarily disabled by a fall, was obliged to give up the trip, and his men would not go without him. Desiring, however, to be represented in

the business of the Meet, and believing that under the rule they might send delegates from outside their own club, they at first intended to invest members of the Massachusetts Club (with whom they share headquarters) with their credentials; but learning that the latter were in favor of a candidate not of their (the Crescents') choice, they delegated four men from the Boston Club to represent them. Both the latter clubs acted in good faith, and made no secret here of the arrangement. In fact, the matter had been discussed by other parties, and a difference of opinion had been expressed about the construction of the rule; and it was resolved to act as they did act, and if the question was raised by the convention, they would submit to its decision. Now, while the action of the Massachusetts delegation at the meeting looked like a burst of virtuous indignation at the wicked and Machiavellian conduct of their Boston colleagues, it was really nothing of the sort, but was the result of two things, viz.: First, it is well known in this vicinity that during the past year there has existed a constantly increasing undercurrent of jealousy and some ill feeling between the two leading clubs of Boston, and any appearance of harmony of opinions or associations has been latterly extremely superficial, and any clashing of interests or desires was likely at any time to culminate in an outbreak. The second "cause" is not remotely connected with a recent unpleasantness between the publishers of this paper and a manufacturing firm, whose representatives engineered the Massachusetts Club delegation and the interests of their candidate at the convention; and therefore we will not dwell upon it.

To sum up: We think that the Boston and Crescent Clubs have acted squarely and in good faith, and that while their delegates at the convention allowed their feeling of resentment under insult to their clubs to get the better of their discretion on the motion to accept the report of the credential committee as final, their conduct else was dignified and honorable. On the other hand, we cannot commend the conduct and methods of the Massachusetts delegation as creditable to their club or themselves, in that not only did they by vote and influence misrepresent the wishes of a large constituency both East and West (for in conversation with members of the leading clubs

west of New York we discovered a very general feeling in favor of an Eastern man for the presidency), but they deliberately—and in view of the inter-club relations we have alluded to, with seeming malice—cast a stigma and a reproach upon two prominent and honorable clubs belonging to their own section of the country, the momentary effect of which was to cause a reaction in the convention against the Eastern candidate, and so by discrediting their intentions secure his defeat by a second ballot. We sincerely trust that for its own sake the Massachusetts Club will show its disapproval of the conduct of its delegates, who, under the mildest construction, have clearly overstepped the line of discretion, and committed an injustice they must ever be ashamed of.

WHILE we for many reasons believed it desirable, and for the best interests of the League and bicycling generally, that the president should again be chosen from one of the Atlantic States, yet we are not disposed to find fault with the result on personal grounds, but cheerfully and heartily accept the situation, and bespeak for the Ohio gentleman the earnest goodwill and cordial co-operation of members everywhere. President Miller is personally a genial and courteous comrade and gentleman, a public-spirited and influential citizen in his own community, and is a most enthusiastic wheelman, and we have no fear that the interests of the League will be allowed to lapse under his administration. We hope soon to present his portrait in our gallery of notables. Vice-President Parsons is too well known to the greater portion of the members to need any introduction from us. As the first corresponding secretary of the League, his earnest and patient labors, his active and permeating enthusiasm, his courteous and considerate attention to even the most petty and needless inquiries, all endeared him to the general membership of his year of service; and as a devoted friend of the organization, no one is more entitled to its honors than he. As a friend he is dear to us personally, for when we assumed the editorial conduct of the BICYCLING WORLD he was the first to express gratification and offer valuable counsel and give practical encouragement, and we gratefully acknowledge many words and acts of kindness since. Before his recent unfortunate obliquity

of judgment, the invention of the League ham was the only wickedness which could be laid to his charge; but as we believe both these errors were of the head and not of the heart, we personally forgive him both. Secretary Putnam is well known and appreciated by the present members, having served during the past year with efficiency, fidelity, and zeal. Mr. Hibbard of Milwaukee, the new recording secretary, is no new name to the Northwestern wheelmen, he having in the past two years given active and valuable service to the cause, and proven himself a power in that section of the country. Last but not least (except in physique) is the new treasurer, Mr. Gilman of Nashua, who, although of the same name, is not of our kin, unless possibly some ten or a dozen cousins removed; but our readers must be as well aware as ourself that he is one of the best of fellows and most enthusiastic of wheelmen, and will do prompt, honorable, and efficient work in his department of the executive board.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB, JUNE:—

Saturday, 10. Headquarters, 4 P. M. Forest Hill Station, Morton, Austin streets, Blue Hill avenue, Mar-tapau, Washington street, to "Cobb's," South Canton. Supper and night. (17 m.)

Sunday, 11. Breakfast, "Cobb's." Excursion to Massapoag Pond. Dinner, "Cobb's," 12.30. Return, 1.30. Home, *ad lib.*

Sunday, 12. Headquarters, 2 P. M. To Squantum Point via Milton L. Mills, Adams, Coleman streets, etc. Supper at Old Squantum House, or return to city, and supper at Providence Depot.

Sunday, 25. Headquarters, 10 A. M. sharp. To Cohasset via Meeting-House Hill, L. Mills, Quincy, etc. Dinner, Black Rock House. Return on wheel, or by boat from Downer's, *ad lib.*

Moonlight runs of short distances will be held, starting from headquarters, at 8 P. M. Friday, 23, Tuesday, 27, and Friday, 30.

Members are earnestly requested to be on hand for prompt starts. Members will appear in uniform during the June events.

CHELSEA BI. CLUB, JUNE:—

Sunday, 11. Nahant. Rendezvous at Cary square, 9 A. M.

CRESCENT BI. CLUB:—

Saturday, 17 June, seashore run. Trinity square, 8.30 A. M., to Marblehead via Lynn (from Central square, 11 A. M.), and Swampscott (dinner), and return by same route.

BATTLE CREEK BI. CLUB.—The Battle Creek Bicycle Club, of Battle Creek, Mich., was organized 4 May, 1882, and officered as follows: President, Frank F. Bock; captain, Wm. K. Kellogg; secretary and treasurer, Ralph H. Alward. The regular meetings are held every Thursday evening. The officers are elected semi-annually. There are at present ten active members, which num-

ber will probably receive large accessions during the season. None at present belong to the L. A. W., but it is expected that they will apply for admission immediately. Each member is in possession of a good machine, and all properly uniformed. The Kalamazoo Club, Capt. C. Y. Sebring, rode here (a distance of twenty-two miles) 24 May, and the Home Club dined them at the Williams House. A good time was enjoyed by all. We expect to return the visit soon. At the coming Fourth of July celebration in this city there will be bicycle racing, for which premiums are offered.

RALPH H. ALWARD, Sec.

BATTLE CREEK, Mich., 29 May, 1882

MARIETTA BI. CLUB.—On 30 May, a bicycle club was organized in Marietta, Pa., with the following officers: Dr. H. M. Alexander, president; John J. Carroll, vice-president; Victor M. Halde-man, secretary and treasurer; Charles S. Spangler, captain; Clayton E. Musser, first lieutenant; Samuel B. Gramm, second lieutenant; John P. Libhart, bugler; Byron Lindemuth, guide. Benton G. Hipple is the only other member at present; but several more, who have been waiting for the formation of the club, are expected to join very soon.

SECRETARY.

HERMES BI. CLUB.—At the last regular meeting of the Hermes Bi. Club, in place of W. T. Nicholson, Jr., captain, and Charles Brayman, secretary and treasurer, both resigned. James F. Phetplace was elected captain, and W. T. Nicholson, Jr., secretary and treasurer. After a very stirring meeting the club adjourned and partook of an elegant repast at Ardoene's. Bicycling in Providence is for the most part very dull, but the roads are in fine condition.

PROVIDENCE, R. I., 1 June, 1882.

BINGHAMTON BI. CLUB.—A meeting of those interested in bicycling was held here on 1 June. A club was organized, to be called "Binghamton Bicycle Club," with fourteen members. The following officers were elected: President, E. Kettell; captain, A. W. Clark; first lieutenant, W. F. Sherwood; secretary and treasurer, A. M. Durkee. The suits are to be jacket, knee-breeches of dark gray, and blue stockings and cap. Club colors, scarlet and old gold. The regular business meetings are held the first Friday in each month, and the election of officers is annually, on the first Friday in March. The club has weekly runs on Thursday afternoons, and an annual tour of about two weeks. The bicycling fever has just started here, there having been only two or three machines here for the last two years, but we hope to have a good many additional members to our club before fall. The roads in this vicinity are very good, especially those running West from here, down the Susquehanna Valley. A party of six rode

from here to Owego on Decoration Day, a distance of about twenty-five miles, and returned home in the afternoon on the cars, having found the roads pretty soft after our recent rains. One of our party in coasting down a hill encountered a drove of cows, but by skilful steering he managed to avoid all but the last one, who, not being very well acquainted with bicycles, turned round to investigate it, the machine striking her broadside and throwing the rider astraddle her back. She turned and ran down the hill, the rider coasting with his legs over her horns, much to the edification of our party and several "hayseeds" along the road, but to the chagrin of a small boy on top of the hill, who yelled out, "Ma won't like that!"

A. W. CLARK.

BINGHAMTON, N. Y., 4 June, 1882.

KALAMAZOO BI. CLUB.—The wheelmen of Kalamazoo, Mich., have formed a bicycle club, organized as follows: President, Charles E. Fisher; vice-president, Frank B. Orcutt; captain, Theron Y. Sebring; lieutenant, Benjamin A. Bush; secretary and treasurer, C. L. Dean. Headquarters are soon to be secured, and a uniform adopted. About a dozen wheels are owned there and more coming.

CHELSEA BI. CLUB.—Captain Whiting, with sixteen men, and Secretary Wilkins of the Manchester (N. H.) Bicycle Club as a guest, made a run to Salem, Memorial Day, dining at the Essex House, and making a side run to Swampscott, the whole trip proving most enjoyable to all. The club was dressed in its new uniform for the first time as a club, and made a neat appearance. On Friday evening of last week, the captain and nine men made a moonlight run to Point Shirley, Winthrop, and return. Just before starting on the Decoration Day run, the club was photographed in the square. They met members of the Somerville and Roxbury Clubs in Salem, who were also dining at the Essex House, and subsequently paid a visit to Philbrick's place where the marine bicycles are manufactured.

RACES

Coming Events.

10 June. Amateur championship meeting of the N. A. A. A. Two and five-mile bicycle races. Secretary, Box 3,478, New York.

10 June. First in the five-mile championship races of the Massachusetts Club, Beacon park, 4 P. M.

17 June. Druid Hill Park Lane, Baltimore, Md. Ten-mile race; open to any Baltimore amateur. Half-mile race; open to any amateur. First and second prizes. Clymer Whyte, 87 W. Chase street, Baltimore. Close on 12th.

NEW YORK, 29 MAY.—The two-mile bicycle race in the programme of games of the New York Athletic Club's spring meeting was won by E. A. Thompson of the Lenox Bicycle Club, in 7m. 16 2-5 s., in the final heat. Thompson won the first heat in 7m. 15 1-5 s.

NEW YORK, 3 JUNE.—The annual

spring games of the Manhattan Athletic Club occurred on the club grounds, New York, on Saturday last. Among the contests was a one-mile handicap bicycle race in trial heats. George D. Gideon, of Philadelphia, won the final heat by two yards in 3.15 2-5; F. E. Davidson, of Lenox Bicycle Club, second.

WORCESTER, MASS., 3 JUNE. — Amateur bicycle race at the skating rink, open to riders from Worcester, Springfield, Lowell, and Providence, G. M. Hendee of Springfield, first; F. E. Bramhall of Lowell, second; C. Whipple of Springfield, third. Prizes: gold badge, cyclometer, lantern.

BROOKLYN, N. Y., 30 MAY. — At the games of the Williamsburg Athletic Club, Decoration Day, the two-mile bicycle handicap was won by R. G. Rood, of the Lenox Bicycle Club, 20 yards, in 7m 16½s.; F. E. Davidson, of the same club, 35 yards, second, in 7m. 23½s.; E. A. Thompson, same, 20 yards, third, in 7m. 37s.; Louis Stearns, London, scratch, fourth.

The League Meet.

THE PARADE.

OUR "green hand" substitute, while we were at the front last week, collated from the daily press a very fair account of this most interesting feature of the Meet; and except to correct several inaccuracies of statement, we shall therefore add but little thereto. Soon after nine o'clock, Tuesday morning, the wheelmen began leaving their various quarters, and proceeded in the direction of the Exposition building, where a dense crowd of spectators had already assembled, and which was constantly being augmented by fresh accessions, until the active and well-disciplined Chicago police had as much as they could do to keep the sidewalks and streets clear for the passage of vehicles, whether bicycles or carriages. The day was warm and bright without the least approach to sultriness, with a strong and invigorating westerly breeze, just enough to stimulate exercise without impeding the riders. In consequence of the bad condition of the portion of Michigan avenue fronting Lake Park, the line was formed on the concrete sidewalk (the right resting on Jackson street), along which the procession moved about a mile before taking the street. Michigan avenue or boulevard is a broad, handsome thoroughfare, several miles in extent, and one of the most magnificent drives in the city, not only for the excellence of the street itself, but also because the dwellings of many of the wealthiest and most prominent residents are located upon it. The road-bed is hard and level, but like the macadam of the road between Malden and Medford in this vicinity, is embedded with small stones which impart some degree of jar to the wheel, which one does not experience in most of our south-side thorough-

fares, or on the magnificent stretch of Salem street through Malden, Maplewood, and Linden. The finest wheeling of the whole route of about fourteen miles was on the Drexel boulevard, which was a smooth and easy road-bed like the drive around Brookline reservoir in this city. The line of march was as follows: South on Michigan avenue to Thirty-first street, east to South Park avenue, south *via* Grand boulevard to Fifty-first street; dismount and slack wheels; refreshments; mount and then east to Drexel boulevard, countermarch by the fountain, north to Oakwood boulevard, west to Grand boulevard, north *via* South Park avenue to Twenty-second street, west on Calumet avenue, north to Twenty-first street, west to Prairie avenue, north to Sixteenth street, west to Michigan avenue, north to Exposition building. There were about thirty mounted policemen with the procession, under command of Major Heinzman, and the wheelmen could not speak too highly of the way in which they were looked after by the Major and his men. They were not compelled to stop once, as all the streets were clear, and it was the general opinion that Chicago has one of the best drilled police forces in the world. The review was held in the grand boulevard. Opinions of both press and spectators varied respecting the best appearing clubs; the favorites, however, being the Cincinnati, the Boston, the Chicago, the Milwaukee, and the Champion City Clubs. Of course the Massachusetts and Chelsea Clubs were included in the popular estimate of the Boston delegation; and as one of the three representatives of the Chelsea Club, modestly forbids our expression of opinion on a matter of such vital importance as the comparative excellence of appearance and bearing in the line review.

The number of wheelmen in line, by actual count, was 294. The wheelmen arrived at the Ball Park about two o'clock, and were photographed on the seats at the northeast corner of the grounds. About 250 were in the group. The picture will be 14 x 17 inches, and about 400 copies will be printed. The work was done by the Photo-Mechanical Printing and Publishing Company, of Chicago. The shower prevented the marine bicycle race, which was to have taken place on the basin at half past two o'clock. Three marine bicycles were in the water, and some time was spent in testing them, after which the wheelmen went to dinner.

The parade was officered as follows: Commander, S. A. Marsden of New Haven; staff, Frank W. Hinman of New Haven, Dr. A. G. Coleman of Canandaigua, Alfred Ely, Jr., of Cleveland, A. S. Hibbard of Milwaukee, Fred. Aldrich of Chicago, George H. Day of Hartford, and Buglers Frank L. Sargent of Cincinnati and Arthur Meeker of Chicago. First division, under command of Marshal J. M. Fairfield of Chicago; second division, commanded by Mr. K. N. Put-

nam of New York City, with William V. Gilman of Nashua, N. H., and Fred. H. Benton of New Haven as aids.

THE BANQUET.

The members and guests entered the banquet hall at about half past eight o'clock, P. M., and spent over two hours among the edibles and speeches. Vice-President Fairfield, presided over the festivities, and after the phenomenal stomachs of the wheelmen had been satisfied, introduced Mayor Harrison the jovial and popular chief magistrate of Chicago, who made a most excellent and cordial address of welcome and congratulation to the visitors, expressing his hearty sympathy with bicycling, and admiration of its representatives assembled. He also assured them that so long as he had any influence in the city or its councils it should be exerted in defending the rights and encouraging the growth of bicycling, as a health-giving pastime and recreation. When he arose the wheelmen gave him three cheers and a tiger, and he was so delighted with the reception that he said, "Boys, I wish I was a bicyclist after that." He then went on to say that they had seen the drives and boulevard, and the walks and windows, packed with ladies and gentlemen, and they had seen the waving of handkerchiefs by fair hands as they passed along in procession, so that they could not but have felt that they were already welcome to Chicago. He had wished that he was young again, so that he might be able to ride a bicycle. He thought it was a misfortune to be a gray-headed man under such circumstances, and he wished that he might have been born later, so that he could enjoy riding a bicycle. When he got out of that bed of roses, the mayoralty of Chicago, where he never was attacked by the newspapers or prayed for by the preachers, he would endeavor to ride a bicycle. If they thought that he could n't ride, they ought to see him on his Kentucky horse. He spoke at considerable length, and prophesied the almost universal use of the bicycle. He was followed by Commander Marsden, Vice-President Parsons, Capt. Hodges of Boston, President Miller, Capt. Miller of Chicago, Director Munroe of Buffalo, Secretary Putnam, Dr. Coleman of Canandaigua, Mr. Bennett of Cincinnati, and other notable wheelmen. The *menu* was excellent and well served, but without unusual display, the tables being simply decorated with bouquets, and each guest was furnished with a buttonhole nosegay.

The local arrangements were all excellent and well carried out, and the Chicago clubs are to be congratulated on the success of their efforts as a whole.

The Essex County Wheelmen.

IN response to the invitation of the Lawrence Bicycle Club of Lawrence, the wheelmen of Essex County—or more strictly speaking, about one hundred of them—met and held a convention in

that city, 30 May, at the Hotel Brunswick. The meeting was called to order by President Currier of the Lawrence Club, who in a short and happy speech stated the object for which they had been called together, — namely, the formation of a League of Essex County Wheelmen, the object of which would be to facilitate touring, promote good fellowship, and generally to look after the interests of the wheel; at the same time it was not to clash in any way with the L. A. W., but to help that cause along if possible.

Mr. M. D. Currier was chosen temporary chairman, and J. F. Adams of Haverhill, temporary secretary.

On motion the Chair appointed as committees on organization:—

E. E. Branch of Lawrence, J. H. Bowie of Salem, W. E. Bixby of Haverhill, F. W. Goodwin of Lynn, J. R. Sumner of Newburyport, and H. L. Sherman of Lawrence.

On motion the Chair appointed as committee on constitution (said committee to report before committees previously appointed) A. I. Dupont of Andover, George Chinn of Marblehead, and A. D. Blanchard of North Andover.

The several committees having retired to deliberate, it was unanimously *Resolved* by the visiting wheelmen that the Lawrence Bicycle Club deserve and have their hearty thanks for the unbounded cordiality and hospitality which has been shown to them (the visitors) to-day.

Returning to the meeting, the chairman of the committee on constitution presented the following draft, which was adopted — with amendments — by sections, as follows:—

Constitution of the League of Essex County Wheelmen.

NAME.

ARTICLE I.—This organization shall be known as "The League of Essex County Wheelmen."

OBJECTS.

ARTICLE II.—Its objects shall be to promote the general interests of bicycling, and to encourage and facilitate touring.

MEMBERSHIP.

ARTICLE III.—Any amateur wheelmen in Essex County, of good standing, may become a member of this League upon payment of an initiation fee of fifty cents. The standing of an applicant for membership shall be decided by the local wheelmen.

OFFICERS.

ARTICLE IV.—Its officers shall be: a president, vice-president, secretary, treasurer, commander, and an executive committee, to be composed of one member from each town and city; these officers to form a board of officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this constitution, and shall have power to fill all vacancies.

The committees on organization reported two lists of officers, which were as follows:—

For president, M. D. Currier of Lawrence; vice-president, E. F. Davenport of Marblehead; secretary and treasurer, Chas. Giddings of Beverly; commander, Chas. H. Goodwin of Haverhill.

The second ticket was: For president, M. D. Currier of Lawrence; vice-president, A. J. Philbrick of Salem; secretary and treasurer, J. F. Adams of Haverhill; commander, W. O. Faulkner of Lynn.

Committee's report was accepted, and they were discharged; and on motion the convention proceeded to ballot for officers, with the following result:—

For president, M. D. Currier of Lawrence was chosen by acclamation.

Messrs. M. D. Spooner of Lawrence and David Smith of Andover were appointed to collect, sort, and count ballots for vice-president, and reported as follows: Number of votes cast, 62; necessary for choice, 32; E. F. Davenport had 32; A. J. Philbrick, 28; scattering, 2. E. F. Davenport was declared elected.

The offices of secretary and treasurer having been separated by an amendment of constitution, the same committee collected, sorted, and counted the ballots for secretary, and reported as follows: Number of votes cast, 62; necessary for choice, 32; J. F. Adams had 60; Charles Giddings, 2. J. F. Adams was declared elected. For treasurer, J. P. Burbank of Salem was elected by acclamation. Mr. C. H. Goodwin's name for commander having been withdrawn, W. O. Faulkner of Lynn was elected by acclamation. The following names were proposed for executive committee by the delegates from the several cities and towns, and were unanimously elected. Francis Cogswell of Lawrence, Frank Winship of Lynn, Malcolm Douglass of Andover, A. D. Blanchard of North Andover, R. H. Robeson of Salem, P. H. Shirley of Marblehead, F. D. Smith of Newburyport, and W. E. Bixby of Haverhill. Beverly's delegates having been obliged to leave for home, no director was named for that place, it being the sense of the meeting that each town should have the right to name its own director. Meeting adjourned.

J. FRED. ADAMS, *Sec.*

The Massachusetts Bicycle Club.

THE sun shone bright and clear on the morning of Decoration Day, 30 May, as the Massachusetts Bicycle Club pulled on its long blue stockings, congratulating itself meanwhile that at last a club run had been favored by pleasant weather. The run had been called for nine o'clock A. M., and at that hour a baker's dozen of "boys in blue" were mounting wheels beside their comfortable headquarters on Columbus avenue. Several Cambridge members fell into line on the Mill Dam. At the Reservoir a dismount was made for a few moments, and a few words exchanged with the stray wheelmen almost always to be seen lounging about the "culvert" at the upper end of the large basin, and then the club was a wheel again, climbing up the long grade toward Newton Centre. At Hammond street a turn was made in the direction of West Roxbury, and the club rolled rapidly along that beautiful highway, enjoying to its utmost capacity the perfect road and sweet spring air, and admiring the charming views of beautiful fields freshly robed in their new spring suits of green, and the new white uni-

forms of the many apple-trees. A little further on, a road is reached that has not been "sandpapered" for at least a week, and now commences the serio-comic business of the day. "Our bugler," intent upon the beauties of nature all about him, does not notice the white petal of some fragrant apple blossom in the pathway before him, and carelessly allows his wheel to roll upon the tiny obstruction; a moment of agony for "our bugler," a moment of triumphant victory for the tiny white leaf from the apple bloom, and "our bugler" is a mass of struggling confusion 'neath a stanch, full-nickelled Harvard. Five seconds later and every rider is bending anxiously over the fallen blower of the trumpet; thank heaven, he is not dead, else he could not groan so loud! But what a sight! a miller never was more white from the dust of his mill than our handsome bugler from the dust of that West Roxbury road; and *such* a nose! the jolliest toper that ever smacked his lips over his brandy and soda never boasted a more beautiful "toddy blossom" than now illuminated the countenance of this staid old Massachusetts man. But he was not killed, and every one congratulated every one else, and moved on. Just before Dedham was reached, a little 46er was seen to jump suddenly over the head of his machine, and disappear for a moment beneath some bushes beside the road: and then he hastily returned, remarking something about a magnificent butterfly that he had been trying to catch for his collection.

At Dedham a hundred quarts of real milk were quaffed by the thirsty wheelmen. Then came a nine-mile struggle against a head wind to Hotel Wellesley, where the Worcester Club extended its friendly flipper. Messrs. Pratt and Tolman and other famous wheelmen were there, and seemed to be enjoying themselves in true bicyclist's fashion. It was quite a novelty to see two 6-inch men together,—Mr. Tolman of the Worcesters and Lieut. Griffiths of the Massachusetts. After dinner Baker's interesting grounds were looked over, and at 5 P. M. the club turned its tireless tires toward Boston, and after a rapid run of twelve miles an hour, by watch and cyclometer, the Decoration Day run was something of the past. CARL.

Bicycling in France before the War.

BICYCLING really commenced in France in 1868, although as early as 1865 Mr. Michaux, son of the manufacturer to whom is due the application of the pedal, had used a machine. At that period he rode a machine with both wheels of the same size, and only 31½ inches in diameter. In 1867 Mr. Michaux rode a 35-inch wheel. In 1868 several race meetings were held in different parts of France, in which some twenty wheelmen took part. Mr. Moret, a young man nineteen years of age, succeeded in beating all the principal racers, and may be

considered the champion for that year. In the early part of the year he rode a 35-inch machine, but in a race at Eng-hien he won a 40-inch wheel, which he afterwards rode. The principal prizes were won this year by Messrs. Moore, Tribaut, Castera, and Michaux, but times and distances were not recorded; which is unfortunate, as they would be of great interest now. Bicycling affairs took a great "boom" in France in 1869. Many new manufactories, were established in different places, the number of riders multiplied so rapidly that a special organ, *Le Velocipede Illustré*, was published, and met with great success; clubs were formed everywhere rivalry sprang up among the amateurs of the new sport, and as a natural result great improvements were made in machines. From April to September races were held every Sunday, and sometimes during the week, in many of the principal cities. Medals and money prizes, sometimes as large as \$200 (1,000 francs), were offered at these races. Mr. Castera won the title of champion for 1869.

The principal event of the year was a road race from Paris to Rouen, a distance of seventy-six miles (one hundred and twenty-three kilometres). This race was organized by a manufacturing company called *La Compagnie Parisienne*. Four money prizes, the first prize being 1,000 francs, and a commemorative medal for each rider who should reach Rouen within twenty-four hours, were offered by this enterprising firm to induce wheelmen to enter for the race. Sunday, 7 November, 1869, was appointed as the day for the race, and at 7.30 o'clock on the morning of that day one hundred wheelmen started off, thirty-one of whom reached Rouen within the given time. Mr. Moore was first,—time 10h. 45m.; Castera and Bobilier came in second and third, in 11h.; and H. Pascaud arrived fourth, in 12h. only 24m. ahead of Mr. Biot. Before midnight thirteen riders reached Rouen, and eighteen more arrived before 7.30 the next morning; one of these latter, a Mr. Tissier, rode a tricycle. Mr. Castera rode a machine with wire spokes and a rubber tire, and it is said to have weighed only forty-four pounds. Most of the machines were made of wood, and that of Mr. Bobilier, who arrived with Mr. Castera, weighed nearly ninety pounds.

During the year 1869 an exhibition of bicycles was given in Paris, and sixteen different machines of French make, one of English, and one of German, were shown. In the following year (1870) came that terrible war, and as one of its lesser results the total abandonment of bicycling. In the commencement of the year, France probably led the world in numbers of wheelmen and clubs, as well as in perfection of its machines; but the war gave bicycling a blow from which it is just beginning to recover. S.

Some Jersey Headers.

MR. C. J. WOOD, the new director for

New Jersey, is an active member of the Orange Wanderers and the Hackensack Bicycle Club.

THE Orange Wanderers escorted the Brooklyn and Kings County Clubs from Newark through the Oranges to Montclair, and return, on Decoration Day. Thirty wheelmen participated in the run, and all voted it a most delightful one. Dinner was served at the Mansion House (L. A. W. Hotel), Orange, after which the visitors rode to Newark and took the train home.

DIRECTOR JOHNSON, of the O. W.'s, rode a Cheylesmore D. D. tricycle up the Park Hill, Orange Mountain, Saturday evening, 3d inst. This is considered the most difficult rideable hill in the State, and has never been surmounted by a tricycle before, though three or four bicycles have been ridden up it. The surface is fine, hard macadam, and the grade about one in three (?). Length, one fifth mile. There was none of the slip so strongly felt in the two-wheeler.

It is reported that an ingenious New-ark 'cycler has patented a flexible stove-pipe bicyclist's legging for the protection of his fellow-townsmen. Which reminds one of the man with a big copper kettle, who found the mosquitos so unendurable while crossing the Newark flats that he inverted the kettle and crawled under it, whereupon the "bloody varmints" settled in vast hordes and commenced calmly to drive their bills through the metal in search of the tender morsel beneath. The prisoner, however, had a hammer with which he proceeded to clinch on the inside these ferocious weapons. Well—the mosquitoes flew off with the kettle, and the man — .

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

The League Racing Rules.

Editor Bicycling World:—I stand up on one of the back benches to protest, in a humble way, against that part of the L. A. W. racing rules which prescribes a standing start for all races, or no record. This rule was no doubt adopted after consideration. Probably it was adopted because most of the racing men who have records desired it to be so. I have no record; I never shall have one, unless somebody invents an improvement to make other wheels go slower than mine. The dignified pace of sober age suits my capacity best. But I claim—though wheelmen generally may be surprised that I should do so—a mild and modest interest in all matters pertaining to the wheel.

If I am not mistaken, among the principal reasons underlying the adoption of the standing-start rule were these: 1. That this is the English rule. 2. That those who now have records obtained them

under this rule. 3. That to change this rule would interfere with comparisons with former records in this country and Europe. If the sport were new, and rules were now to be made *ab initio*, I doubt if this rule would have been adopted.

I object to it for several reasons. 1. It renders a race not entirely a contest between the riders themselves, but partly between the skill and speed of the riders, and partly between the skill of the starters. I have myself twice seen the best rider in a race dismounted, and three times one of the best set back, by the blunder of his starter, although the starter was in each instance trained, and might not make another error in a score of races. 2. The true principle is to reduce everything to the skill and speed of the riders alone, unaided and unhindered by any assistants. 3. The flying start, with a rule that there shall be a scoring line thirty feet back of the scratch, that the men shall mount and cross the scoring line abreast, and ride abreast across the starting or scratch line, making it a false start and liable to a recall unless they pass over this thirty feet together, and cross the scratch abreast, would effectually prevent jockeying by attempting to get in line at too great speed. Also, any dismount before crossing the scratch should occasion a recall, and the judges should have the power to place or exclude any rider who would not, in three trials, make a fair start. 4. If there must be a standing start, every rider should be required to mount and start his own machine without assistance. If he rides a machine difficult to mount alone, that would be his own fault; or if he could not mount easily and quickly. And a foul in mounting, or a fall, should be reason for a recall, with placing or exclusion after a third trial for the guilty ones.

I think the flying start the fairest and best. I believe this will become the rule some day. It will reform handicapping, so as to compel the giving of time at the end of a race, instead of distance at the beginning; and it will tend to separate racers into classes, like trotting horses, according to their records. It will leave each rider solely to his own resources of skill and speed. It will give every rider a fair command of his machine before he begins to race. It is the popular American method,—the English start their trotting horses from a standstill, which we never do. Records under the standing-start system can be compared with the flying start by allowing an agreed-upon average difference in seconds, and always stating under which system the record was made; at least I think the rule should allow a flying-start record, with the letters f. s. attached to show the start, and s. s. for standing start. To exclude the flying start from any record, when it is much the most popular, when it allows the spectators to see the start most clearly, and when it makes every competitor in the race

dependent entirely upon his own unaided skill and speed, seems to me unwise, and calculated to detract from public interest in bicycle races. In these opinions I am joined by many wheelmen who, like myself, occupy humble positions on the back seats. B.

Essence of Professionalism Further Considered.

Editor Bicycling World:—In my last letter I tried to do justice to the curious position of the framers of the League Constitution, that while a greenback is "money," a ham is "glory"; and that while a racer who takes a ten-dollar bill for a prize and pays his grocer with it is a "professional," and is racing for the money he can make, the one who takes an order on the grocer for ten dollars' worth of goods is an "amateur," and races for "honor" and "love of the sport." I propose now to consider further the equally funny idea that while furnishing one's house by a successful race is evidence of disinterested love of the sport, working ten hours a day teaching the management of the wheel is mercenary and corrupting.

It should be borne in mind that the mere fact of getting money by knowing something about bicycles does not injure a man's character: it all depends on *how* he gets it, and the teacher does not get it in such a way as to damage or corrupt him in the least. His employment gives no opening in itself for dishonorable conduct, and it is grossly unjust to presume it in advance. The truth is, those who speak of a teacher of bicycling as practising the art for money are deceiving themselves with words. He does not do so in the sense in which a professional rider practises it for money, any more than the machinist who repairs bicycles, or the clerk who describes them to customers. Their functions are just as mercenary, just as "professional," and just as liable to make them "careless of their methods" as his; and there is no more reason why he should be barred from amateurship than they. It is a shame that this wretched and meaningless verbal quibble about "making money out of their knowledge of bicycling" should be allowed such weight, and made to uphold such an inequitable distinction.

A similar fallacy underlies the statement that "the theory is that one who devotes his whole time to any particular business will become more proficient in it than a person who gives it a portion of his time only." The teacher does not give his whole time to learning how to race, in any such sense as a lawyer gives his time to practising law, or a machinist to working over machinery. Much of his time is given to business no more in the nature of training himself for racing than if he were running an old-fashioned cider-mill, or teaching a country school; and what he has for private practice is no such formidable thing as to grow alarmed over and make a special rule about. I know the "theory" is that he is sure to

become a first-class racer in the employment; but the very point of my argument was that the theory is nonsense, and is not borne out either by facts or reasoning. The truth is notoriously the converse: that they are hired or set up as teachers *because* they are experts in the use of the machine already. Their skill is their original stock in trade: they do not gain it afterwards. If the rule were made that after a racer has shown a given degree of skill, he shall be forced to quit the amateur ranks, there would be some sense in it; but a rule that a man shall be supposed to have fine racing abilities, and also a corrupt character, by virtue of his employment, without further evidence, is a gratuitous affront to the understanding. As it stands now, the teacher has no place at all if he is not a gifted racer: he can't race in professional contests because he would always get beaten, and he can't be an amateur because the sapient League officers consider him a dangerous character.

A word more on the injustice of this: If bicycling is to become general, there *must* be teachers of it. It is not like athletics proper, where those who are trained are trained for competitions, and have no other reason for being trained; it is more like teaching children to walk. I deny that it is "impossible to make any distinction between the teacher of slow and fancy riding and the trainer of racers": that distinction is as clear, radical, and fundamental as that between amateur and professional riders, — much more so if the League rules are taken as a guide. The object of the former is not to make "sports," but road riders; and unless some one teaches them, most of them will never ride at all. The vocation is not only honorable, but indispensable; and it seems to me the height of unfairness to proscribe a class of men without whom the business would virtually come to a standstill, or to insist on affixing degrading conditions to the acceptance of the employment. The result can only be to lower the character of the teachers, and by consequence of those to whom they teach.

Finally, in reply to Mr. Stall's resentful disclaimer of wheelmen's doing anything so mean as to sell even a piece of merchandise won in a race, I freely credit him with a much tenderer conscience and keener sense of honor than my own; for I confess I cannot see the moral difference between using an article and swapping it for something I want more or selling it outright. It all goes into my pocket just the same. I took it for granted the permission to race for such a prize was a tacit permission to do what one pleased with it without any moral obliquity. The fact is, racing for goods is racing for money, disguise it as one will; and what shape they take is of very little importance. Besides, how is any one to keep track of such prizes; who will ask for or care to trace them? Mr.

Stall can show his medals or cups to his visitors; but if I called upon him, would he show me the remains of a pair of breeches framed and hung up in the parlor, or an empty potato sack in a glass case? Would a friend say, "Why, where is the barrel of kerosene you won at the Institute?" or remark, "I don't see that quarter of beef you scooped in at Attleboro'?" I doubt it. (Of course I am putting hypothetical cases, and supposing him to be a family man, which I hope he is for his own enjoyment.) It is only necessary to state such possibilities to show the absurdity of raising any high-toned moral questions about the matter.

The foregoing analysis of the League rules has shown, I think, that they rest on no basis of reason or intelligent discrimination, but a mixture of heedless copying of other associations' rules and sheer arbitrary caprice. "We won't let teachers in because — we won't let them in, and there's an end on 't." This is what it comes to, and perhaps is all that can be expected; but it is very much less than justice demands. And with this I take leave of the subject, and make room for others to be heard. F. M.

BOSTON, April 30, 1882.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

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CURRENTE CALAMO

WELL!!

DID you go?

To the Chicago Meet?

THE Capital Club of Washington rode to Great Falls, Decoration Day.

MILWAUKEE turned out the largest number,—eighteen men in line.

"PAPA" WESTON envies Jumbo because he never has to check his trunk.

THE racing season has commenced. Get in training, gentlemen, and lower the records.

THE Essex County Meet was half as large as that at Chicago, and all the city enjoyed it.

THE Providence Club sent two of its best and handsomest members to represent it at the Meet.

THE Milwaukee and Cincinnati men generously and materially aided the local wheelmen in their arrangements.

THE Boston Club had the largest representation of any Eastern club,—ten men in line; fifteen members in the city.

DOCTOR COLEMAN, of Canandaigua, went as far as Rochester with the Boston Club on the return trip from Chicago.

COMMANDER MARSDEN handled his army admirably, and all things considered we think he would make a good Connecticut governor.

THE press of St. Louis is pretty unanimous in animadverting on the wretched condition of the streets of that city. Come, bicyclers, wake up.

"PAPA" came near being taken in by female banco steerers while the line halted at South Park; but two of his children, who saw the danger, promptly stepped from the ranks and led him out of his peril.

THE Crescent Club are naturally indignant at the action of the Massachusetts Club delegates, and indorse the action of the Boston Club.

THE Roxbury Bicycle Club made an enjoyable run to Cohasset and return, in company with members of the Crescent and Union Athletic Clubs.

THE Cincinnati Club looked quite natty in their rich olive-green suit of velveteen, and won much admiration for their fine riding and appearance.

OUR copy of the stenographic report of the L. A. W. business meeting has not yet come to hand, and we must therefore defer its publication another week.

PARTICULAR attention is called to the advertisement headed "Bicycle Reward." Here is a chance for a person to make \$25 with little trouble. Look about for a Special Colu rbia, No. 586.

EITHER Prince or Rollinson or both could easily have done their seventy-five miles daily each, inside of five hours, at the Casino; or either alone could have beaten the horseman in the 'six-days' ride.

COMMANDER MARSDEN and FRANK HINMAN were entertained in Washington last Friday by members of the Capital Club. The Capitals are contemplating a steamboat excursion at an early date.

THE Essex Bicycle Club of Newark, N. J., with a number of New York wheelmen, made a run to Plainfield, Memorial Day, indulging in a dinner and a parade. The Orange Club of the same city went to Pompton.

THE portion of the Boston Club that did not go to Chicago "split up" on Decoration Day, in the absence of their captain, and rode whithersoever they listed, some going to Salem, some to Gloucester, and some to other localities.

VICE PRESIDENT FAIRFIELD and the Chicago wheelmen labored earnestly and successfully for the entertainment, comfort, and convenience of the visitors, and they are to be congratulated on the excellence and orderly conduct of the parade.

CAPTAIN C. J. SIDEY, late of the Montreal Bicycle Club, but now in Edinburgh, sends us a circular of the Scottish Meet, to take place in the latter city, 17th inst., he being honorary secretary and treasurer for the occasion.

THE members of the Boston Club each carried two small silver-plated sleigh-bells on his handle bar, which kept up a continual jingling and produced a pretty effect, much admired by all and eliciting complimentary notice from the Chicago press.

WE cordially thank the officers and members of the Montreal Bicycle Club

for a handsomely mounted 10 x 14 photograph of the club. We invite friends to call at our office and see the "Club Dawg," "Jingling Johnny," "Hungry Tommy," and the rest of 'em.

THE correct roster of clubs at the Meet, and the full report of the business meetings with the revised constitution, will be given in the WORLD next week, and every member of the League will receive a copy, as an extra large edition is specially ordered for the purpose.

THE Massachusetts Bicycle Club holds its first championship race at Beacon Park to-morrow, Saturday, 10 June. This is sure to be an exciting event, with three remarkable riders, Messrs. Ahl, Clafin, and Corey contesting first position. The race is called for 4 P. M.

C. F. HANDY, the bicycle dealer of Providence, R. I., whose rink was destroyed by fire a few months since, opened new quarters on Saturday last, on which occasion he received a large number of friends. The new rink contains a bicycle track, shooting gallery, pool room, etc.

WHEELMEN at the League Meet in Chicago, who were so indignant at the scurrilous article in the *Times* of that city on Tuesday morning, will be glad to learn that the editor repudiates the article, and has discharged the low-minded fellow who smuggled it into his columns. Furthermore, the editor not long since ordered a bicycle of the manufacturers for his own son.

THERE is to be a most interesting and exciting bicycle race at the Casino, Saturday evening of this week, and the contests will be genuine. We are informed, in addition to the announcement in our advertising columns, that Prince and Rollinson will be scratch men, Morgan and the Harrisons will be allowed one mile each, and that Mlle. Armaindo will also compete, with a five-mile handicap to her credit.

WM. M. WOODSIDE, late of New York, is now in Ireland, and is surprising the natives by his performances on the race track. At the annual sports of the Templepatrick A. A. Club he carried away the first prize, a silver tea service, in a two-mile race. At Belfast, in the sports of the Queen's College Club, he engaged in a two-mile handicap, gave our old friend, C. D. Vesey, seventy yards, and beat him handsomely. The same day he left his opponents, in a four-mile race, many laps behind. Mr. Woodside now hails from Coleraine.

HORSES VS. BICYCLES.—The race between the horses and the bicyclers terminated on Saturday evening at the Casino. Mr. Le Roy, the horseman, accomplished seven hundred and thirty-six miles, and the bicyclists but seven hundred and seventeen miles. The particulars of the affair we do not care to go into, because the race was not run on

its merits, and the horseman was allowed to win. Such riders as Prince and Rollinson could easily have covered one hundred and fifty miles in the ten hours given them, had they been inclined to. Many floral tributes were given to the contestants by lady friends, and the farce was completed by a presentation to Rollinson on the grand stand, by "his many friends," of the same gold bicycle with a diamond centre originally presented him by Elsa von Blumen, last August, at Albany, where he won the first place in a trick-riding contest against no competitors, and which has since done duty as a "testimonial" on many occasions.

DRIVING several times in the park within the past two weeks, when it was very much crowded with vehicles and equestrians, and when mingled among them were a considerable number of bicycles, *we made it a point* to notice what effect they would have upon the horses, and we can say that in *no single instance was the slightest attention paid to them*. The risk run by the riders of these graceful machines is much greater, apparently, than those in vehicles; and we may add that the danger from fast, unlawful driving is five times more to be apprehended. — *Germantown (Philadelphia) Telegraph, May 31.*

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — 56-inch Standard Columbia; originally full-nickelled, but now a little rusty, otherwise good as new; ball bearings to large wheel; will sell very cheap. Address CHAS. P. SHILLABER, Boston, Mass.

FOR SALE. — A 50-inch ball-bearing Columbia; brand new; has not been used but three weeks; owner wants a larger one. Address U. J. WARREN, Lincoln, Ill.

FOR SALE CHEAP. — A 52-inch full-nickelled Standard Columbia; new in 1881; in perfect running order; will sell (inside thirty days) for \$60 cash; Hill & Tolman bell, and Pope lamp attached. Address LOCK DRAWER F, Decorah, Ia.

FOR SALE. — A 54-inch half-nickelled Standard; in excellent condition, and ridden but little; will be sold with pants and stockings for \$65; a bargain. Address WALTER DEAN, Box 206, Attleboro', Mass.

BICYCLE REWARD. — \$25 will be paid to anyone writing me where a 52-inch full-nickelled Special Columbia can be seen, with the number 586 stamped on top of back from directly in front of saddle, as the peculiar mechanism of this machine is valuable to the advertiser. Address PROF. EDWARD P. ZONIBOR, Box 509, Natick, Mass.

SEND 30 CENTS AND GET FIFTEEN bevel-edge crescent and turned-corner gilt-edge cards with your name and new League badge neatly printed on, to JAMES A. SPEAD, South Newmarket, N. H.

WANTED. — A good Second-hand Bicycle, 48 or 52-inch, at a very low price. Address, giving full particulars, E. E. BARRETT, Miller's Falls, Mass.

FOR SALE. — A 56-inch Expert Columbia; full-nickelled; in first-rate order; been run about two weeks. Address L. C. TRAVERS, South Gardner, Mass.

MUST BE SOLD THIS MONTH. — Special Centaur Tricycle; 48-inch wheels; ball bearings; front steering; strap brake; cost \$140; price, \$75; crated. A 58½-inch Yale Racer; full-nickelled; Brown's ball pedals; almost new; cost \$156.50; price, \$100. Racer may be seen at the Cunningham Co's. L. H. JOHNSON, Orange, N. J.

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MANUFACTURERS OF

BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

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TAKEN AT THE MEET IN CHICAGO,
NOW READY.

PRICE, 17 x 20 for framing \$1.25 each.

" 5 x 8 Album size50 each.

Send, unmounted, free by mail on receipt of price. These pictures are sharp and well executed, and every person is clearly defined.

THE JOHN WILKINSON CO.

77 State Street - - - - CHICAGO, ILL.

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A. BASSETT, MANAGER.

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MERCANTILE, CLUB AND BALL PRINTING

Received and executed with neatness and despatch.
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THE AMERICAN STAR BICYCLE. A SAFETY MACHINE.

A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power without dead centres—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.

MISCELLANEOUS.

4-line Advertisements in this department, \$6 per year.

ST. LOUIS, MO — Garvey's Bicycle Agency, 407 S Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, Tricycles, and Marine Bicycles bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock at Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. C. A. HAZLETT, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. C. H. LAMSON, Portland, Me.

BICYCLERS wanting comfort should use the Adjustable Skeleton Saddle with guardsides. Price, \$4.00; Nickelled, \$5.25. F. G. BURLEY, Brighton District, Boston, Mass.

TO DEALERS. — For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

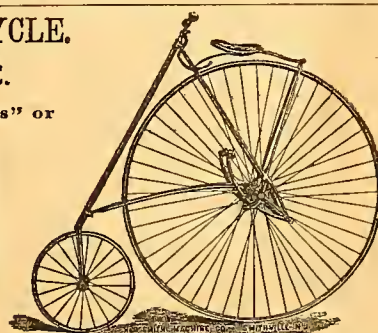
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W. W. STALL. — Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price (\$1.00). Circulars free. ELASTIC HOSE CO., Needham, Mass.

LEAGUE BADGES. — We have now a stock of L. A. W. Badges, Scarf Pins, and Watch Charms. Those who desire to purchase are invited to call at this office, 8 Pemberton Sq., Boston, and examine.

BOY, the Athletic Outfitter, 21 and 22 Leadenhall Street, and 54 Lime street, London, Eng. Club uniforms, and every requisite for camping out, sports, and exercising. Calendar of sports and price lists forwarded free.



Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

Rintelman's Patent Adjustable Bicycle Saddle.



This is positively the best Saddle made. It combines comfort, durability, and neatness. The seat is padded with the best of curled hair, and well ventilated in the centre by large eyelets or "grommets." It is easily adjusted by means of a turn-buckle located in the bottom of the frame. No hard points are exposed where any weight touches the saddle. Liberal discount to agents. Send for circular.

Price for Plain Saddle.....\$3 50
Price for Nickel-plated Saddle..... 4 50
Address, AUGUST RINTELMAN,
MILWAUKEE, WIS.

Bound Copies of Vol. IV.

BICYCLING WORLD

Now Ready. \$2.00, postpaid.

THIS IS NEW

Bicyclers' Handy Hook.

To fasten trousers at bottom. Take a reef in your pants! Save leggings; neat, strong, pliable and every way effective. Send four 3c. stamps for sample pair. Everybody uses them. Every bicycle dealer sells them. Trade supplied by the

OVERMAN WHEEL COMPANY,
HARTFORD - - - - - CONN.

BICYCLES, BICYCLES, BICYCLES. Special Agent, Prof. F. S. ROLLINSON. A liberal discount will be given to any person ordering through me any make of English Bicycles; also, the American Union Bicycle. Drafts or checks to be made payable to the order of the selected maker. Catalogues of any known maker mailed on receipt of seven cents each. Address 1168 Washington Street, Boston, Mass.



HEADQUARTERS FOR

Patent Rubber Bicycle Handles.

ELASTIC TIP CO.

157 Washington St. - - BOSTON, MASS.

READY! WHIRLING WHEELS!

THE WHEELMAN'S ANNUAL FOR '82

Contains "Whirling Wheels," by Ixion; "A Midnight Ride," by Pres. Bates; "A Canadian Experience," by Kanuck; "White Flannel and Nickel Plate," by Kol Kron; "The Best on Record"; "Love and a Bicycle."

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BOSTON, 16 JUNE, 1882.

Volume V.
Number 5.

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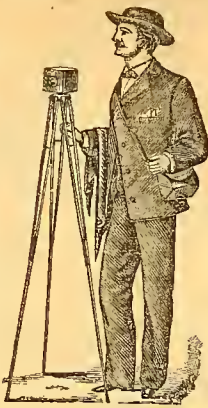
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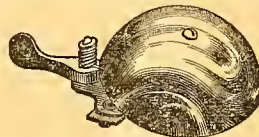
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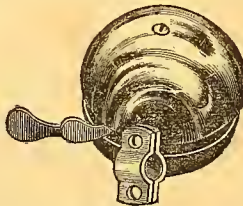
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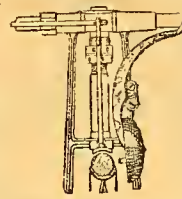
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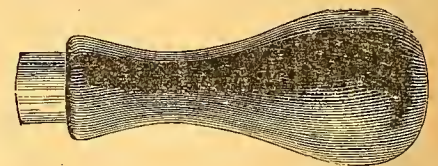


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To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, 10 FOM, MASS.

BOSTON, 16 JUNE, 1882.

The L. A. W. General Meeting at Chicago.

OUR readers who are not interested in the affairs of the L. A. W. must bear with us for devoting almost our entire space this week to the national organization. The annual convention comes but once a year and it is but just that members who could not attend, by reason of distance, should be informed of the doings of their representatives and others at Chicago. Although the report occupies more space than our regular pages would allow, and its entire publication necessitates several additional columns, we deemed it best to make one job of it, and let all else that could be delayed as well as not lie over another week; for we shall print an extra large edition, that every member may receive a copy of the full revised constitution and by-

laws for immediate information and future reference, as it is not probable that a new hand-book will be published for a considerable period, and it would entail a much larger expense on the League, and considerably embarrass us, to extend the report through two or more numbers. With this apology for the omission of more varied, and perhaps more interesting matter, therefore, we respectfully submit for your consideration the report.

THE meeting was called to order at three o'clock, Vice-President Fairfield in the chair.

On motion, the Chair appointed Frederick T. Sholes of Cleveland, Ohio, recording secretary *pro tem*.

Secretary Putnam read the minutes of the last meeting, which were approved.

In the absence of President Pratt, Secretary Putnam made the following statement: I suppose all present have noticed the resignation of Mr Charles E Pratt as president of the League of American Wheelmen, which was published in the BICYCLING WORLD. The board of officers saw fit to accept the resignation of President Pratt, with expressions of great regret at the decision that he had been forced to come to. He certainly had very good reasons for resigning, and he did not take this step hastily or without consideration. He gave me his reasons in full, which of course I cannot now give to the meeting, but which I assure the gentlemen were, so far as I was personally concerned, perfectly satisfactory, and justified him in the course which he pursued. This will explain the absence of the president's report, though I had hoped he would send one on, showing what had been done last year.

CORRESPONDING SECRETARY'S REPORT.

Corresponding Secretary Putnam presented his report, which was in substance as follows: —

During the year, over 2,000 communications had been received and answered. There had been nine hundred and seventy-nine applications for membership in the League received, two hundred and twenty-eight being from unattached wheelmen, and the remainder from forty-five bicycle clubs. Large accessions had been made from the West. Mr. Putnam in conclusion spoke of the pleasure he had had in his relations with clubs throughout the country, and said he thought if the League had done nothing else but to bind 2,500 men throughout the country together in mutual sympathy in the interest of bicycling, it had done a good work.

The report was received with applause and was unanimously accepted.

TREASURER'S REPORT.

In the absence of the treasurer his report was presented by Secretary Putnam (published in full in our issue of 2 June).

SECRETARY PUTNAM. — In the absence of Mr. Wistar, I may say that the League might have searched far and wide to have found a better and more efficient treasurer than he has proved. He has systematized the work of his office so that his successor will have a very easy time of it. He has criticised every cent

expended, and every item of personal expense beyond his office has been submitted to the finance committee and approved before being paid by him. In accepting that report, I think the League should pass a vote of thanks to Mr. Wistar for his efficient services during the past year. His services have met with no approval anywhere, so far as I can learn. They have been purely gratuitous on his part; and as the only way in which the League can testify their appreciation of the work he has done, I move that the report be accepted, and that the League pass a vote of thanks to Mr. Wistar.

The motion was carried with a unanimity that would have undoubtedly made Mr. Wistar's heart glad.

CREDENTIALS.

The Chair appointed the following committee on credentials: Angus S. Hibbard, Milwaukee; L. J. C. Spruance, Chicago; and Alfred Ely, Cleveland

NOMINATION OF OFFICERS.

On motion of Secretary Putnam, the Chair appointed the following committee on nomination of officers for the ensuing year: Albert S. Parsons, Cambridge, Mass.; H. S. Livingston, Cincinnati; F. W. Weston, Boston; Fred. C. Aldrich, Chicago; and Fred. H. Benton, New Haven.

On motion of Mr. Edwards, the committee retired for consultation.

THE REVISED CONSTITUTION.

SECRETARY PUTNAM. — As a member of the committee on revision of the constitution, I will report the constitution, as amended at the meeting of the board of officers yesterday. The report may be amended as the gentlemen here may see fit.

Secretary Putnam read the following: —

1. This organization shall be known as the "League of American Wheelmen."
2. Its objects are: to promote the general interests of bicycling; to ascertain, defend, and protect the rights of wheelmen; and to encourage and facilitate touring.
3. Any amateur wheelman in good standing may become a member of this League upon payment of an initiation fee of \$1.00, and approval by the board of officers or a committee thereof, after the publication of his name in a list of candidates in the official organ of the League at least two weeks previously; *provided*, that the entire active membership of any recognized amateur bicycle club may be received at one half the above-named initiation fee per member.

SECRETARY PUTNAM. — The board of officers yesterday adopted the following amendment to Sect. 3: "*Provided*, that any club that has a rule in its by-laws to the effect that every member shall be and remain a member of the League as long as he is a member of said club, may be received at one half the above-named initiation fee per member." The only change in this rule is in inserting the clause regarding the rule in the by-laws to the effect that every member shall be and remain a member of the League as long as he is a member of said club. That is in order to make the League, as far as possible, an association of clubs, reducing thereby materially the work of the secretary and the treasurer,

and reducing the expenses in many respects. It only applies to active members of the club; it would not refer to the associate members. As it stands at present, the secretary of a club that has just been formed sends to the secretary of the League six names, with \$3.00, and says that is the membership of the club. The secretary of the League has no possible hold on the secretary of the club applying for members in enabling him to decide whether that is really the active membership of that club. A dozen members may join that club within the next week, and the League receive no advantage of it at all. If the League becomes an organization of clubs, all applications for dues are made directly through the club secretary, and the constitution and by-laws may have a clause to the effect that the dues of that club shall include entrance-fee dues to the League, and the members are relieved of trouble in the payment of League dues. That has been the cause of a great deal of trouble, and this amendment seems to the board of officers a decided change for the better.

Mr. DEAN. — How in case a man belongs to two clubs? How would the rule act in that case?

SECRETARY PUTNAM. — Under the rule he is entitled only to one vote, as a League member. Of course he would only pay dues as a single member of the League. Of course that rule would apply to members of a club who are already members of the League. He could elect to which club he should pay his League dues.

Mr. DEAN. — But the second club would be required to send his name in, and under the rules, without his entrance fees.

SECRETARY PUTNAM. — I think the secretary of the League could keep that matter straight.

Mr. HODGES. — He would merely be required to be a League member, and he is a League member of the other club.

SECRETARY PUTNAM. — I move that these new rules of the League shall stand as approved and ratified by this meeting unless otherwise decided. The motion prevailed.

4. Its officers shall be a president, a vice-president, a corresponding secretary, a recording secretary, a treasurer, chief consuls, one from each State, and representatives, one for every hundred League members in each State; and these officers shall form a board of officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this constitution, and shall have power to fill vacancies.

SECRETARY PUTNAM. — Rule 4 is changed completely, and on the changing of Rule 4 depends all the changes following in the constitution. Under it, if there are only fifty members in each State, that State will still be entitled to a representative. I do not know whether the members appreciate that we entirely change the system of the League as it is at present. It now provides for two directors from each State, such directors to be elected at the annual meeting of each State. This amendment provides for

democratic government. Every League man is entitled to his vote whether he leaves his home or not. The election of these officers is provided for in succeeding rules, and is held in this way: The corresponding secretary in March sends out voting blanks to every League member in his State, with instructions to such League member as to how many representatives he is entitled to vote for. Then when those votes for consul and for representatives come in, they are taken by the committee on rights and privileges, sorted and counted, and the man receiving the highest number of votes for representative and the highest number of votes for chief consul is elected. Of course this may work rather unfairly for some of the League States. There are at present only nine States in the Union in each of which there is one hundred League members. Massachusetts would be entitled to about ten or twelve representatives and a chief consul. As the rule stood at first, there was no provision made for any State having a representative which had not one hundred League members. As it was amended by the board of officers, each State is to have a representative, although it may only have, say, fifteen League members. Each State is to have one representative and one consul. This is based entirely on the method of representation in the United States government: the representatives corresponding to the House of Representatives, and the chief consuls corresponding to the Senate. There has been a great deal of discussion and a great deal of dissatisfaction in various quarters in regard to the old constitution of the League, and it was deemed advisable by the board of officers to make a new departure in some way; and this seemed to them to be the best way to treat the matter. It is only an experiment, and it may prove a disastrous one to the League. If it is unsatisfactory, it can be rescinded in a year.

Secretary Putnam read the following:—

RULES.

OFFICERS.

1. The president shall preside at all meetings of the League and of the board of officers; shall appoint all committees not elected by ballot; may fill *pro tempore* any vacancy in any office or committee until the next ensuing business meeting of the board; shall exercise a general oversight in the affairs of the League; and shall make a report at its annual business meeting next subsequent to his election.

2. The vice-president shall preside, in the absence of the president, at all meetings of the League or of the board of officers, and perform in such absence all the necessary duties of the president at the time; and in case of the death, resignation, or removal of the president, he shall be acting president until the next annual election.

3. A chief marshal shall be appointed by the board of officers, who shall make suitable arrangements and regulations for the annual parade of the League, shall take command at the same, and may appoint such aids and staff officers as he may deem expedient.

SECRETARY PUTNAM. — This third rule is a change from the present method of having the commander one of the standing officers in the League. The old method does not work very well, as the commander might reside in a city a thousand miles from where the League Meet is held, and it would be unfair for

him to deputize a real worker to the office at the place where the Meet is to be held, and then the commander to come on the day before the day of the Meet and take all the glory of it; so it was deemed expedient to provide that when the officers decide where the annual Meet of the League is to be held and the time of it, they shall have the power to appoint a marshal to take charge at that Meet. Of course that marshal would in most cases be appointed from the city in which the League Meet is held.

Mr. WOODWARD. — It seems to me to be much more satisfactory to have a yeas and nay vote upon each article. I move a reconsideration of the former vote by which it was decided that each article should be considered as ratified if no fault was found with it.

The motion was put, and the Chair being unable to decide, a division was called for, which resulted as follows: Yeas, 48; nays, 31; and the motion was declared carried.

The question recurring on the adoption of the third rule, it was carried.

The following rules were then read:—

4. The corresponding secretary shall receive, cause to be published, and transmit to the membership committee all applications for membership; shall keep a register of all applications and any action thereon; shall receive and answer any correspondence with the members of the board of officers, and any appropriate correspondence with non-members of the League; shall notify all meetings of the League or of the board, and act generally under direction of the board or of the president; and shall submit a report at the annual business meeting of the League succeeding his election.

5. The recording secretary shall make and preserve appropriate records of all meetings of the League, and of the board of officers, a list of all members and officers of the League, with notes of all changes in the same, and he shall report to the board of officers at their business meeting next preceding the next annual business meeting of the League after his election.

6. The treasurer shall receive and be accountable for all membership and annual fees, and other revenues of the League; shall keep suitable books of account thereof, and of all disbursements; and shall pay out of the funds of the League only upon order of the Finance Committee, or any two members thereof. He shall give bonds for the faithful discharge of his duties whenever required by vote of the board of officers; shall make report in abstract at each regular business meeting of the board, and in full at the annual business meeting of the League next succeeding his election.

7. Each chief consul shall have general management and oversight of the affairs of the League in his respective State. He shall call and preside at all State meetings, shall approve and appoint one consul for each city or town in the State, and shall appoint League hotels.

8. Representatives shall forward to their chief consuls for appointment the names of members of the League to serve as consuls, and shall recommend hotels for appointment as League headquarters. They shall, in connection with their chief consul, have power to decide all local matters in their States, as provided for in these rules, and shall have a general oversight over the affairs of the League in their immediate districts.

SECRETARY PUTNAM. — In connection with this eighth rule, I would say that it is giving the States all State rights, and it is really making an individual League in each State with the General League of American Wheelmen in control of them all, with this same scheme of reapportionment adopted.

The sections above read were then adopted.

The following sections were read and adopted without debate:—

MEETINGS.

There shall be an annual business meeting of the League on the thirtieth day of May in each year, or on the day following or preceding it if that occur on Sunday, at such place as the board of officers may determine

at a meeting to be held at least two months previously, and of which general meeting at least one month's public notice shall be given. At this meeting the order of business shall be as follows:—

Reading of records of previous annual meeting; reports of president, corresponding secretary and treasurer; communications from the board of officers; reports of special committees; motions, votes, and resolutions.

Fifty members shall constitute a quorum; each member present shall have one vote on any question, and no proxies shall be allowed; provided, however, that clubs may choose by ballot one member of their club as delegate for each ten members of the club on the membership rolls of the League, to represent them at the annual meeting; and these delegates, upon presentation of credentials, signed by the president and secretary of the club, may cast ten votes each in all proceedings of the meeting.

10. At the date and place of the annual meeting of the League there shall be a general parade, to be arranged and commanded by the chief marshal, in which all members of the League shall be invited to participate. In this parade the clubs shall have precedence in the order of their joining the League.

11. Once in the autumn of each year there shall be held a race meeting under the auspices of the League, at which meeting suitable League championship prizes shall be offered, which shall be the property of the League until they shall have been won three times by the same competitor.

12. Two meetings of the board of officers shall be held each year; one in the spring, at least two months before the annual meeting, and one in the fall, at the time of the race meeting of the League.

13. The president and corresponding secretary may at any time submit any matter of business properly before the board, in writing, in the form of a vote or resolution to each member of the board by mail, upon which the members may indicate their approval or disapproval; and when replies in approval shall be received from a majority of the members, the president shall declare such vote or resolution carried, and it shall be taken as the action of the board as if done at a regular meeting; and at any business meeting of the board of officers, when a minority greater than six shall desire to appeal from the action of the meeting, they may take an appeal to the full board of officers for a vote to be taken in the foregoing manner.

14. At all meetings of the League, or of the board, the established law of deliberative assemblies shall be observed.

Secretary Putnam read the following:—

COMMITTEES.

15. There shall be a committee on membership, a committee on rules and regulations, a committee on racing (to be called the racing board), to be appointed by the president from the board of officers (except the racing board), to serve for one year or until their successor be properly appointed.

Each committee shall consist of three members (except the racing board which may consist of six), and no member shall be on more than two committees, and two shall constitute a quorum in each, and they shall report to the board or to the president thereof, within one month after reference of any matter to them by the president or by the board, or by the rules.

16. There shall be also a committee on finance, which shall consist of the president, the treasurer, and the corresponding secretary *ex officio*, to which all matters relating to revenue and disbursement, and League funds and investments thereof, not otherwise disposed of, are referred as they arise, and who shall report to the board of officers at each regular meeting.

17. To the committee on membership are referred, as they arise, all matters relating to the admission, resignation, suspension, or expulsion of members.

18. To the committee on rules and regulations are referred, as they arise, all matters relating to rules of the League or of the board, or for the direction of consuls and members.

19. To the committee on rights and privileges are referred, as they arise, all matters relating to the rights and privileges of wheelmen in highways and public parks, and to legislation of towns or States, and to suits by or against members of the League, and to the conduct of members of the League in respect to such matters.

20. To the racing board are referred as they arise all matters pertaining to racing, arranging for races, the standing of all members whose standing as amateurs is questioned as regards racing, and they shall also have charge of all races held under League auspices.

SECRETARY PUTNAM. — The only change in this is the appointment of a racing board, which will consist of three directors or three chief consuls under the new rules, and these three chief consuls will each choose an assistant or a colleague who will live near him, in order that this racing board may always be

able to get a quorum together to discuss any matters pertaining to races. All League racing matters are referred direct to this committee, they to have charge of the racing rules and have jurisdiction over all such matters.

The sections last read were then adopted.

The following was read by the secretary:—

ELECTIONS.

21. Between the 1st and 10th day of March of each year the corresponding secretary shall send to each member of the League a voting blank for representatives and chief consuls.

Each member shall be entitled to one vote for chief consul for the State wherein he resides, and one vote for each representative that his State is entitled to under these rules; these blanks shall be filled out and returned to the corresponding secretary before the tenth day of April, and by him delivered to the committee of rights and privileges. This committee shall sort and count the votes, and make a return of the same to the president on or before the twentieth day of April; the person obtaining the largest number of votes in each State for chief consul shall be elected, and the persons receiving the largest number of votes as representatives shall be elected. The president shall on or before the first day of May declare the result of the election, and cause the same to be published without delay in the official organ; and also notify every member of the board of officers, and persons so elected, of the result. On the same day at the annual meeting (as provided for in Rule 9) the chief consuls and representatives so chosen shall meet and elect from their number a president and a vice-president, and from the membership of the League a corresponding secretary, a recording secretary, and a treasurer.

SECRETARY PUTNAM. — If you approve the other rules in regard to this proposed regulation, this simply falls in with them. The only other change is that the president and vice-president of the League for the ensuing year shall be elected from these representatives and chief consul and by them instead of the members of the League. The recording secretary, the corresponding secretary, and the treasurer will also be elected by the representatives and the chief consuls, but necessarily from their number. They may be elected from the membership of the League, but the president and vice-president must be either chief consuls or representatives.

MR. LEWIS, of Philadelphia. — It would seem to me that action could be taken a great deal better by League clubs if the notice of election were sent to the secretaries of the clubs instead of being sent to the individual members. It would be brought up before the business meetings of the clubs, and the necessary vote taken.

SECRETARY PUTNAM. — That point suggested itself to the committee. This matter of sending out the voting blanks would be left to the corresponding secretary, who would naturally wish to curtail his work as much as possible, and he would therefore send them to the secretaries of the club. If a League club had twenty members he would send twenty blank votes to the secretary of that club, who would obtain the signatures and return them to the corresponding secretary.

MR. DEAN. — It reads: "The corresponding secretary shall send to each member of the League"; it would be a question whether he could do that through the secretaries of the clubs. So far as Mr. Lewis's point is concerned, I should think that would be taken care of

by the clubs themselves. They could call a meeting and instruct their members how to vote.

SECRETARY PUTNAM. — It is provided in these rules that all the correspondence with club members shall be done through the club secretary; that was the idea in providing this amendment to Rule 3 of the constitution. There is a further rule to the effect that any notification given to a club through its secretary shall be considered a notification given to each individual member of that club, as regards dues or voting or otherwise.

MR. DEAN. — The idea, as I understand it, is to assure to the member the privilege of voting and receiving a blank. If you send them to the secretaries you have to rely on their promptness in attending to the matter, and I know that all secretaries are not prompt in doing what they ought to do. That, however, was not exactly Mr. Lewis's point. I think his point could be taken care of by the clubs themselves.

SECRETARY PUTNAM. — Then I understand that you object to this rule as it stands at present?

MR. DEAN. — No, sir; I don't object to your construction of it at all.

SECRETARY PUTNAM. — The construction that the notification of the secretary is considered a notification of each member of the club?

MR. DEAN. — Yes, sir.

The section as read was adopted.

SECRETARY PUTNAM. — There was an amendment to the rule in regard to voting at business meetings which I overlooked: "Fifty members shall constitute a quorum. Each member present shall have one vote on any question, and no proxies shall be allowed; provided however, that clubs whose entire active membership has joined the League may choose by ballot one delegate for each ten members of the club on the membership roll of the League, to represent them at the annual meeting; and these delegates, upon presentation of credentials signed by the president and secretary of the club, authorizing them to do so, may cast ten votes each in all proceedings of the meeting." That is changed, however, so that "League clubs may each choose by ballot one member of their club as delegate for each ten members of the club on the membership rolls of the League to represent them at the annual meeting, etc., but no one delegate shall cast more than one vote." That is to cover the ground where one member belongs to three or four clubs, as some members of the League do, and under this rule he would have no right to act as delegate or proxy from each of those clubs. He is an active member, and if there is no such provision made, each club might send him as a delegate to the League to cast their votes for them; but as this member only pays one membership fee, he is, as far as the League is concerned, only one man.

MR. MILLER, of Columbus, Ohio. — What is the reason that the number is

fixed at ten instead of the entire active membership?

SECRETARY PUTNAM. — That was the provision made in the first constitution, which I have not the honor to criticize.

Mr. MILLER. — But is it not a little one sided? You say "one vote for each ten members," if ten members can send one delegate, with their proxies, suppose they have only seven members?

SECRETARY PUTNAM. — Then, under this rule, they have no right to send a delegate.

Mr. MILLER. — Suppose a club has only seven members, should they be deprived of the right to vote?

SECRETARY PUTNAM. — That is all the more reason why the members of that club should exercise their ingenuity to rope in three more members and get a representative.

Mr. MILLER. — There are many places where it is difficult to get more than seven; we had only five.

SECRETARY PUTNAM. — That works disadvantage to clubs that reside at a long distance from where a League Meet is held. The Eastern members have to travel a thousand miles to attend this Meet. The New York Club has thirty members. Only one representative could get here. Under the old rule he would be entitled to only five votes; under the rule as at present he is entitled to ten votes.

Mr. MILLER. — The number of members for a delegate might be made smaller with a little more justice, probably. I asked this for the purpose of getting the sense of the meeting more than anything else.

Mr. MOYES. — A way to obviate the difficulty would be to provide proportional representation. If a club has a membership of nine, let the member present represent the nine, or whatever number they have, but let no man represent more than ten votes. In that way full justice would be done to the clubs, and no one man would have more power to wield than he ought to have.

Mr. BATES, of Detroit. — I rise to move, as an amendment to that clause, that such delegate shall have power to cast the entire vote of any club he may represent, not exceeding ten in any case; that is, if there are more than ten members they must not send more than one delegate for each ten members. That would give the feeble clubs, with less than ten votes, the power to cast their entire vote as one delegate. If it is a large club it is able to send more than one delegate, and should send more than one. If it does not send more than one, it should have but ten votes. (*Applause*)

Mr. DEAN. — If we should insert "or fraction thereof," would not that avoid the trouble?

THE CHAIR. — Will you accept this change, Mr. Bates?

Mr. BATES. — Of course the delegates should have power to cast the votes of a club, not exceeding ten. If they have more, they can send more delegates.

SECRETARY PUTNAM. — If that amend-

ment is accepted, it will not require anything more.

Mr. W. B. EVERETT, of Boston. — If a club has nineteen members, can one member cast ten votes and the other nine?

Mr. WOODWARD, of Boston. — How would this do? "Provided, however, that clubs may choose by ballot one member of their club as delegate for each ten members of the club, or fraction thereof, to represent them at the annual meeting; and these delegates, upon presentation of credentials, may cast ten votes, or as many votes as are provided for in his credentials, and no delegate shall cast more than ten votes."

The amendment was adopted.

The following were then read: —

M. MEMBERS.

22. All applications for membership shall be forwarded to the corresponding secretary, together with fees for admission, with such information as may be required.

23. Objections to the admission of any candidate for membership may be made to the corresponding secretary, or to any member of the committee on membership, within two weeks after the publication of the name of such candidate, and such objection shall be considered confidential. When no objection is made to the name of any candidate, the approval of the committee on membership shall be sufficient for an election. When objection is made to the name of any candidate, the committee on membership shall report it, with the fact of objection, to the president or the board of officers, who shall act thereon; and any rejected applicant may learn the grounds upon which his name was rejected by applying to the committee on membership, through the corresponding secretary; and any candidate or member of the League may take an appeal from the action of any meeting of the board of officers, in the method provided for in section 13, by depositing with the corresponding secretary an amount sufficient to cover the expenses of such appeal.

24. In passing upon the eligibility of candidates as amateurs, the membership committee shall be guided by the following rule, and shall take proper pains to ascertain and determine the facts in any case where objection is made to a candidate on this ground, or when the question may arise on complaint of any five members of the League, or otherwise, viz.: —

25. (a) An amateur is a person who has never competed in an open competition, (b) or for a stake, (c) or for public money, (d) or for gate money, (e) or under a false name, (f) or with a professional for a prize, (g) or with a professional when gate money is charged; (h) nor has ever personally taught or pursued bicycling or any other athletic exercise as a means of livelihood.

26. Bicycle manufacturers, importers, dealers, and agents as such are not to be considered as professionals, but are cautioned that to personally teach bicycle riding as a means to effect the sale of a machine will be taken as an infringement of clause h in Rule 25.

27. Any member suspended shall surrender his badge and membership ticket to the corresponding secretary; and in case of his reinstatement, these shall be restored to him.

28. Members shall observe all rules and directions of the League and its officers, and all laws in the locality through which they pass, provided the same be not prohibitory to bicycling.

29. Whenever any member of the League shall be expelled from any amateur club, or shall be protested in writing by four or more members of the League or by any member of the board of officers, his name shall be suspended on the roll of members by the corresponding secretary, and his case shall be considered without unreasonable delay by the committee on membership, and they shall have power to reinstate or expel him subject to the approval of the board.

30. Every member shall have the right to apply for and receive from any chief consul, representative, or consul for his State or district, such aid and information as may be in their power to give, and all circulars and other publications of the League or its officers, upon the terms provided therefor.

31. Members shall extend and accept mutual hospitalities, companionship, and assistance, whenever practicable and appropriate, and the production of a membership ticket or badge shall be sufficient introduction.

32. Every member shall receive from the recording secretary a card of membership bearing his name and number, signed by the recording secretary and the treasurer, good for the League year; these cards to be given up upon suspension or resignation from the League. The loaning of a card shall be sufficient cause for expulsion.

33. The League badges shall be furnished members

who deposit with the treasurer a sum fixed as the value by the committee on membership, but shall remain the property of the League, to be given up on demand of the recording secretary.

34. Each member shall pay to the treasurer of the League, on or before the first day of June in each year following his admission to the League, the sum of \$1 as a membership fee, and shall forward therewith his name and address and the membership number of his old ticket, and thereon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule for the period of thirty days shall forfeit his membership, and his name shall be stricken from the roll, and he shall return his badge to the corresponding secretary.

SECRETARY PUTNAM. — Rule 34 is amended as follows: "Any member failing to comply with the terms of this rule before the following 15 July shall forfeit his membership, and his name shall be stricken from the roll, and he shall return his badge to the corresponding secretary, provided he be not reinstated by the membership committee." That is altering that rule by the insertion of an amendment increasing the limit of the payment of dues to 15 July. Then there is this clause: "provided he be not reinstated by the committee on membership." The committee on membership at present have entire charge of the application of parties for membership and resignations and expulsions of members; and it was thought advisable to add that clause, so that if a man did have good and sufficient reasons for the non-payment of his dues 15 July, — if he happened to be out of the country or anything of that kind and failed to remit his dues, — he could be reinstated.

The sections read were adopted.

The following sections were then read and adopted: —

35. The League uniform shall consist of a Bedford blouse, with belt, close-fitting knee-breeches, polo cap or helmet, all of homespun gray, with stockings to match. The wearing of the uniform shall be optional.

36. Additions or amendments to the rules may be made after notice, by mail or otherwise, to every member of the board of officers, at a meeting of the board, or as provided in rule 14.

37. The board of officers shall be required through the corresponding secretary to publish from time to time, in the official organ of the League, any and all action taken by them, whether as a board or committee or as officials.

THE CHAIR. — This constitution has been accepted clause by clause, as I understand it, and it is now the constitution of the League.

REPORT OF RACING COMMITTEE.

In the absence of the chairman of the racing committee, its report was presented by Secretary Putnam.

[Copy not received. EDITOR.]

BADGES.

Mr. Hodges was called on to give information in regard to the new badge. He introduced the badge designed by Mr. Lamson, and stated that Mr. Lamson would forever assign to the League the right to make badges after his design without the payment of any royalty, Mr. Lamson holding the patent on the badge. In view of these facts, no other organization could adopt the badge. In silver the design would cost about \$1.50. A committee had been appointed to regulate an exchange of badges. This committee had ascertained that the old badges

could be exchanged for the new ones upon the payment of about fifty cents, the same deposit to be kept on the new badges. The committee on badges were of opinion that very few of the old ones would come back, at any rate very few of the nickel badges. Parties who had them would probably retain them as souvenirs of the early days of the League. The old League badges were worth \$1 as old silver, and they could be exchanged for the new badges at a cost of about fifty cents each without any loss of money to the League.

The committee appointed last fall had not acted, because they wished to be sure that Mr. Lamson would assign to the League the right to make the badge. This he had now consented to. Mr. Hodges thought that a mistake had been made in adopting the old badge. If any change was to be made, now was the time to make it, before the old badges were any more widely circulated. One argument for the change of badges was that very few of the old badges were being sent out.

THE CHAIR.—Does your committee, Mr. Hodges, report favorably on the adoption of this badge?

Mr. HODGES.—Yes, sir; the committee reported to the board of directors yesterday, and the board of directors accepted the report.

Mr. Everett inquired whether the badge produced by Mr. Hodges was simply to show the design, or whether it represented the actual size of the badge.

Mr. Hodges replied that they could be made of any size or any material.

Mr. Everett said that he had understood that Mr. Lamson had been selling the badges to any one, whether League members or not. He thought it was not quite right to adopt a badge which should be within the reach of purchasers outside of the League. He recommended that before adopting the design, Mr. Lamson should be asked not to sell the badges to non-League individuals.

Mr. Miller suggested that Mr. Lamson be requested to require from each person ordering a badge, a certificate from the secretary of the club to which the person claimed to belong; such certificate stating that he was a member of the League. Such a course would prevent outsiders from buying the League badge.

Mr. Hodges said this was a matter like that of Masonic emblems, which are sold in all jewelry stores, and to any one who chooses to buy. Wearing a Masonic emblem, however, was no guaranty that the party wearing it was a Mason. It was merely a convenient way of showing that he was a Mason, and the proof came afterwards. It was a well-known fact that nobody took pride in wearing a Masonic emblem unless he was a Mason. The badge produced was merely a League design; the object being to make a League badge which none but League members could buy. He thought that Mr. Lamson, in selling the badges, was careful to inquire whether parties proposing to purchase

were League members or not. The badges, however, would not be furnished by Mr. Lamson; they would be furnished by the League treasurer upon a deposit of \$1.50, or whatever the price might be. Mr. Lamson merely assigned to the League the right to make the badges, and the League could have them made wherever they liked. As Mr. Lamson had patented the design, it was a question whether the League should ask him to assign it to them absolutely. If Mr. Lamson assigned the right to the League to make and sell or control the sale of all badges, it would be the same as assigning his property to the League. As it was, he assigned the right to make them to the League, and no one else but himself and the League could make them.

Mr. EVERETT was of opinion that the assignment would not protect the League as it should, because in the League there were no grips or signs such as the Masons had by which to recognize each other. The only means League members had of recognizing each other was by the badge. "If," said Mr. Everett, "I meet a man in Boston wearing one of these badges, I should not think of asking him to show his card, before showing him some civilities. I have known of persons who have gone to several cities, representing that they were members of League clubs, and claiming civilities from League clubs on that ground. If these badges should be used generally, we might be taken in by any impostor possessing one of Mr. Lamson's badges. It seems to me we might adopt the design as a League design, and let it be made in silver or gold, or any other metal, by Mr. Lamson or any one else."

Mr. HODGES.—The badge has been adopted by the board of officers.

SECRETARY PUTNAM.—I move that the board of officers' decision in accepting the report of the committee on badges be indorsed by the members of the League here present.

Carried.

Dr. COLEMAN inquired if the number of each League member was to be put on his new badge, as they were on the old ones.

Mr. HODGES.—I will state that this badge is in embryo as yet. One of the objections to numbering badges is this: supposing a badge is returned and it is numbered, a difficulty would arise at once. The Touring Club in England distinguish their officers by differently colored ribbons, so that it may be determined at once who the officers are. We might adopt this plan in regard to our chief officers; the number could be put on the badge; it would cost ten or fifteen cents to do it.

PREPARING FOR ELECTION.

SECRETARY PUTNAM.—If I am in order, I would like to call the League members' attention to the fact that although we have adopted this new constitution, the election provided for in that constitution cannot be held now for the

reason that the clause reads that it must be by mail, by ballots sent out by the corresponding secretary to each member of the League. As the terms of all the officers expire to-day, there will be an interregnum unless we provide that the old officers shall hold over until a new election can be held. I would suggest that the five principal officers of the League, the president, the vice-president, the corresponding secretary, the treasurer, and the recording secretary be elected now for the coming year: then the election of consuls, chief consuls, and representatives will be held by mail ballot in June, the present board of directors holding over only until such new election can be held. That gives us the chief officers of the League for a year, and the present board of directors for about a month, until an election can be had of those officers under the new constitution of the League.

The motion prevailed.

SECRETARY PUTNAM.—Before the nominating committee make their report, I would like to call the attention of the members to the action that was taken yesterday by the board of officers in relation to the National Association of Amateur Athletes. That organization submitted a proposition to the League to join forces with the association in giving championship races under the auspices of the League and the National Association. This was submitted to the secretary of the League three or four weeks ago, and he had a conference with the secretary of the National Association, at which conference an understanding was arrived at as announced in the BICYCLING WORLD of 19 May. By vote at the officers' meeting, a communication was sent to the secretary of the National Association that the League would lend its name to the National Association in advertising the two and five mile races as being under the auspices of the League and the National Association. It was proposed to have the one-mile championship League race on the same day; but as that requires two months' notice, the board thought it was not advisable to have that race at that time, especially as the present champion is disabled by a fall. The National Association have been trying to meet us fully and equally in this matter. They are under heavy expenses, having paid about eight times as much for the grounds as we did in giving the race meeting, when we lost about \$300. It seemed very desirable to the board of officers to meet them on this ground. I do not know as the board of officers' action has to be indorsed by the League, but I will ask the president to put the motion to the house that the action of the board be indorsed. Of course it is only an experiment for this year, and can be changed at any time we see fit. There is no doubt the association will accept the code of racing rules adopted here to-day; we will appoint three judges to take charge in behalf of the League.

The motion was unanimously carried.

NOMINATIONS.

Mr. Frank W. Weston, chairman of the committee on nominations, presented the following report: Your acting committee, acting for what we believe to be the best interest of the L. A. W., beg leave to present to you a majority and a minority report.

The following is the majority report:—

For President, W. H. Miller, Columbus, Ohio.

For Vice-President, John M. Fairfield, Chicago, Ill.

For Commander, Mr. S. A. Marsden, New Haven, Conn.

For Corresponding Secretary, Kingman N. Putnam, New York City.

For Recording Secretary, J. S. Dean, Boston, Mass.

For Treasurer, W. V. Gilman, Nashua, N. H.

MINORITY REPORT.

Mr. WESTON.—The minority report is the same as the majority report, with the following exceptions:—

For President, E. C. Hodges, Boston, Mass.

For Vice-President, A. S. Parsons, Cambridge, Mass.

For Director, C. L. Clark, *vice* Hodges nominated for the presidency.

DECLINATIONS.

Mr. DEAN.—I should like to withdraw my name as a candidate for recording secretary, because it will be impossible for me to accept the position. I cannot devote to it the necessary time, and I trust the committee will nominate somebody who will be able to discharge the duties of the office better than I can.

Mr. LEWIS.—I am authorized by Mr. Fergusson of Philadelphia to withdraw his name as candidate for director and to nominate in his place William E. Montelius of Philadelphia.

Mr. CROSS, of Providence.—As Mr. Richmond of Rhode Island is practically out of the business, I will nominate in his place Charles T. Howard.

SECRETARY PUTNAM.—As Mr. J. D. Shepard has resigned, I nominate as a substitute, Henry H. Goddard of St. John, N. B.

Mr. PARSONS.—I desire to nominate as second director of the State of Minnesota, Charles W. Chadbourn of Rochester.

COMMITTEE ON CREDENTIALS.

THE CHAIR.—The committee on credentials report that there are delegates present to four hundred and ten votes, and individuals to thirty-three; total, four hundred and forty-three votes to be cast.

The Chair appointed the following gentlemen as tellers for the election: Andrew Hathaway of Milwaukee, J. A. Cross of Providence, R. I., and Alfred Ely of Cleveland. A motion that the first ballot be an informal ballot was lost. Pending the balloting, Mr. Dean moved that the report of the committee on credentials be made final.

Mr. PARSONS.—Before that motion is put, we would like to know something

about what the report of the committee on credentials is. There seems to be an impression that if any one is here with credentials that he is not entitled to, it should be brought up before the convention and settled by the convention.

Mr. WESTON.—This committee on credentials have decided that the credentials are correct, and that they have therefore been accepted: what possible question can there be? I move the question.

Mr. PARSONS.—I would ask for the reading of the report of the committee on credentials. (*Cries of "Question," "Question."*)

SECRETARY PUTNAM.—I think there should be a little more discussion in regard to this matter before it is put before the house. I put the question to you because something has come up which may materially influence the result of the election, and which will, if decided in opposition to the report of the committee on credentials, throw out about thirty votes.

Mr. PARSONS.—I move that the report of the committee on credentials be read.

Mr. DEAN.—The question has been called for on the motion before the house, and it seems to me the question should be put.

Mr. ARTHUR EDWARDS of Chicago.—It is always in order to call for the reading of a paper. One person in an assemblage composed of a million has a right to call for the reading of a paper. I second Mr. Parsons's motion for the reading of the paper.

Mr. PARSONS.—It seems to me that with the report before the house, to object to the reading of it shows something very much out of the way.

Mr. DEAN.—What I did was simply to save time, the report having already been read. I certainly did not desire to do anything unfair. I withdraw my motion and ask that the report of the committee, be read. (*Applause.*)

THE CHAIR.—I read to you that there were votes, four hundred and ten by delegates and thirty-three by individuals; but that was only a summing up of the report. I will read the report in detail.

The Chair here read the full report, by which it appeared that the Crescent Bicycle Club of Boston was represented by credentials for forty votes.

Mr. PARSONS.—The object I had in asking for the reading of that report is patent. There is a club represented here by forty votes, and I am confident that there is not a member of that club in this room or in Chicago. Now, before we vote on this report, I would like to know about this. The Crescent Bicycle Club in Boston has not a member in this city or in this room; I am very sure of it, and I would like to see these gentlemen who say they represent the Crescent Club of Boston stand up and say when they joined it, and if their names are on the book of the Crescent Club of Boston. (*Applause.*)

SECRETARY PUTNAM.—It is needless to say that Mr. Parsons has struck the point I have aimed at. I find forty votes credited to the Crescent Club, and I would ask if they have joined the League as members of the Crescent Club, and if they are authorized to vote for that club?

Mr. PARSONS.—Every one of these gentlemen is a friend of mine; but I say they have done a thing that they will be ashamed of as long as they live. (*Applause and hisses.*)

Mr. WESTON.—There is no necessity for getting hot on this question. It is a simple question of law and order. It is a simple question of the rules of the L. A. W. If the rules permit them to vote in that way, let them vote; and if not, they should not be permitted to vote. I call for the reading of the rule.

SECRETARY PUTNAM.—I indorse what Mr. Weston has said. It is simply a question of whether they have the right to do it or not. We all know the members of the Boston Club are not going to do anything underhand for the sake of getting control of the League. As I understand, the gentlemen of the Crescent Bicycle Club asked several gentlemen to act as their delegates. If they had a right to do that under the rule, the Boston Club are authorized to vote for them. There are sixty votes in the Boston Bicycle Club, and sixty have been cast at this meeting. Four of the Boston Club have also cast forty votes for the Crescent Bicycle Club.

Mr. DEAN.—We put on ten men, and six of them were elected delegates for the Boston Club; the other four were elected at a regular meeting of the Crescent Club to represent them.

SECRETARY PUTNAM.—The four men who represent the Crescent Club are four of the sixty active members of the Boston Bicycle Club in the League?

Mr. DEAN.—Yes, sir.

Secretary Putnam read Article 9 of the Constitution, which applies to the question before the meeting.

Mr. PARSONS.—It seems to me a very important point has got to be settled before we can elect any officer. When at the meeting of the board of directors this rule was made, it was one that was discussed more than any other rule brought before the board. The captain of the Boston Club, who is here to-day, was exceedingly opposed to any delegate representation whatever. All were willing to let them be represented; but the thought or the idea that they were to be allowed to send members not of their own club to represent them never occurred to anybody there. It was repeatedly said that no man could be entitled to more than ten votes. I fail to see any difference between this matter of voting the Crescent Club members here and voting by proxy; and voting by proxy has always been opposed in the League in the strongest manner.

SECRETARY PUTNAM.—I call for the question as to whether the report of the credential committee shall be accepted as final.

Mr. WESTON.—I submit there is nothing in the rule which has just been read which will debar the Boston Bicycle Club from acting on behalf of the Crescent Club, who were unable to be present. If that interpretation of the rule is correct, I hope the ballot will be recorded. If it is not correct, the Boston Club should not so vote. If the intention of the rule is different from the reading of it, that is not the fault of the Boston Club or this meeting.

Mr. PARSONS.—It is well known that beside the rules of any organization, there is another element which always comes in, and that is precedent. When there is any vagueness in the reading of a rule, the only resort that I know of is precedent. Now, certainly there is no precedent for this. I do not believe that there is a representative of a club in this room who thinks he can come here and represent other clubs than his own.

Mr. MCCLURE, of Chicago.—I wish to call attention to just one word in that rule, and that is the word "delegate." I understand the meaning of that word to be a man who is chosen out of a body, or is a part of that body; and I think that this would be the first case that ever came under my observation of the construction of the word in any other sense. I have no interest in this matter whatever, but I should dislike to see any action of this meeting go on record which is not consistent with the action of parliamentary bodies; and I therefore wish to call attention to the meaning of the word "delegate," and have it used in our rules and by-laws as it is used in all rules and by-laws. (*Applause.*)

Mr. WESTON.—My understanding of the word is, a person with power to act for another; not necessarily a member of his family or a relative, but simply a person empowered to act for him.

SECRETARY PUTNAM.—I think Mr. Weston of the Boston Club is rather befogged in his ideas of delegate and proxy. A man who represents another man is a proxy; under our constitution that is distinctly debarred. A man who is chosen to represent a club from that club, is a delegate. That is where the line has been drawn. (*Applause.*)

Mr. DEAN.—The argument of the gentleman on my right [Mr. McClure] is very pretty indeed, if we were voting under Crescent Club rules; but we are voting under the League rules, and the members of the League have a right to be represented in that body. I think probably his definition of the word is correct. League members could not go outside and choose outside persons to vote for them, or *vice versa*. (*Applause.*)

Mr. MCCLURE.—If the rule had said "errand boy," I think the gentleman's construction would be a good one. (*Applause and laughter.*)

Mr. W. E. GILMAN, of Chelsea, Mass.—In taking this vote, is it not necessary that all our votes should count? If we have a right to represent our clubs in one thing, we have a right to represent them in another. I am a delegate for ten votes in my club; I have a right to cast my ten votes on this question of accepting the vote of the committee.

Mr. McCLURE. — It strikes me that that involves a question as to whether the four gentlemen claiming to represent the forty votes from a certain club which they do not belong to, can expect to vote on a question which affects their own eligibility as delegates. Now, if I was one of the four gentlemen, — I merely state this in a private way (*laughter*), — I should refrain from voting on that question.

Mr. GILMAN. — I had no idea of anything different from what the gentleman has stated. I naturally supposed that while the question is pending, the four delegates who represent the Crescent Club will not cast their forty votes, but will simply vote here as individual members of the League on this question whether their delegate votes are legal or not. Until this question is settled of their being entitled to be delegates, they have a right to throw their four votes on their own account. But what I mean is this, that we have a great many here who are delegates, who can cast the votes of their club, and on this question we want to be allowed to cast it; because the probability is that it will make quite a difference in the number of votes counting.

Mr. W. W. STALL, of Boston. — In reference to this matter, I would say that the Crescent Club requested the Boston Club to represent them in this meeting, being unable to obtain proper representatives for their club. They saw the rule, and didn't understand it otherwise than has been read. They were gentlemen, and they did not intend to do anything that could be construed in any other manner. The Boston Club are gentlemen, but perhaps some of the other members are not quite as much gentlemen as they are. (*Hisses.*)

Mr. PARSONS. — Has the vote been declared?

THE CHAIR. — The vote has not been declared.

Mr. GILMAN. — I move that the vote we have just taken be thrown aside, and that we proceed to vote on this question as we voted on the election, with the exception that the four members of the Boston Club who represent the Crescent Club as delegates vote as individual members of the League; as we have the names of the delegates, and of the members of the League who vote individually, it would be well to call the roll and vote as they are authorized. If you call my name I vote ten votes.

Mr. PARSONS. — I would like to have that vote declared. We have voted on this question. When it is declared, the gentleman from Chelsea may ask a reconsideration; but before that I would like to hear the vote declared.

THE CHAIR. — The vote could not be obtained without a division of the house, and I will call for that.

Mr. GILMAN. — Before that is done, I would suggest, in answer to Mr. Parsons that we throw up one vote a little while ago, before it was declared. I propose to set this one aside as an informality. I think the desire of most of the members present is to throw it aside, and throw our full vote here that we know we have a right to throw.

A DELEGATE. — The Boston Club is represented by six delegates, and that would give them four votes in addition, which is sixty-four votes.

Mr. DEAN. — The Boston Club is only entitled to sixty votes.

Mr. PARSONS. — Our constitution all through says that our officers shall be elected by ballot. The delegates are to be put on the ballot the number they are entitled to cast; but in all deliberative bodies a question of this kind is settled by a ye and nay vote, and any person who wishes a vote by ye and nay can rise and ask for it. I ask that that be done, and after that is done, if any person ask it by ballot we can vote that way.

Mr. GILMAN. — My only desire was to save time. I wish to explain one thing, however: when I suggested that the four Crescent Club delegates should vote individually, I had the impression that the Boston Club represented sixty-four votes; that is, that they had sixty votes besides the four gentlemen who would vote as delegates for the Crescent Club.

THE CHAIR. — I am not well posted in this matter, and would like further time to consider it. We have invited the mayor of the city to our banquet, and I think we had better adjourn so that I can get a better knowledge of the rule in question before I make a decision.

Mr. PARSONS. — It is very simple. It is simply for the Chair to announce which way he thinks the vote went, and it can be reconsidered afterwards if necessary.

THE CHAIR. — I would prefer not to. As I say, the banquet is waiting and our guests are waiting, and I want to think over this matter further.

THE SECRETARY. — It is simply a matter of ye and nay, — the way that vote went.

THE CHAIR. — I would like some gentleman to move to adjourn so that we may have our banquet.

On motion, an intermission was had until 10.30 p. m. At 10.30 p. m. the League reassembled and was called to order by Chairman Fairfield, who addressed the assembly as follows: This may be quite a long session for this time of night, and for that reason I wish to say that I hope you will keep as quiet as possible, and push work along as fast as you can consider it well, so that the work may be done in a workmanlike manner.

THE SECRETARY. — Mr. President, I would like to inquire if you are prepared to give us a ruling on that vote.

THE CHAIR. — Gentlemen, I was puzzled and disturbed in mind, as much from my knowledge that we had invited guests outside that courtesy at least constrained us to attend to and meet with at eight o'clock as much as anything else. Now, I am as well satisfied as can be and not have it proved by a division of the house that that vote on the motion to make the report of the committee on credentials final was lost. I am satisfied that vote was lost; that is, I think it was. I could not decide it definitely without a division of the house; but as that division might have some influence on the action of the meeting afterwards, I think it is my duty to call for a division of the house on that question of considering the report of the committee on credentials as final.

Mr. WESTON. — It seems to me that with due deference to the Chair, a division will hardly be necessary. Speaking on behalf of the club whose action is in question, I wish to say that we simply desire to understand the decision of the Chair as to what is right and proper under the rules as established. If it is your decision that the motion was lost, the Boston Club will not object to it, and there will be no necessity for a division.

THE CHAIR. — I have not said it was my decision that the motion was lost, but it was my impression that it was lost. I would like a division of the house on that question. I will take the count in this manner, those voting in the affirmative will please rise. The affirmative of that question would be that the report of the committee on credentials was final.

There being no votes in the affirmative, the motion was declared lost.

THE CHAIR. — As the election of the president would be by delegates, I shall decide that this vote shall be cast by delegates in the same manner as the election of officers.

Mr. PARSONS. — I dislike very much to seem to criticize the action of the Chair, but you put the question by calling for a rising vote in the affirmative. I have seen no one rise. I would like to see the negative called for.

THE CHAIR. — I think that is right. I will call for the negative side.

The motion was declared lost, a majority of the delegates rising when the vote was called for.

SECRETARY PUTNAM. — I move that it be the sense of this meeting that the reading of this Article 9 in the by-laws shall be construed to mean that the delegate who is appointed to represent a club, and to cast ten votes for a League club, must be a member of that club.

Mr. WESTON. — It seems to me that that motion is hardly in order. If we are going to make a parliamentary decision and to give a definition to a rule, the House should resolve itself into a committee of the whole, and we should vote individually and not as delegates.

SECRETARY PUTNAM. — I understand we are acting then as a committee of the whole, as delegates and not as individuals. It is simply in regard to the construction of that rule.

The motion prevailed.

SECRETARY PUTNAM. — I move that we proceed to the election of a president for the coming year.

Mr. PARSONS. — Before we proceed to do that, I would like to do justice to a gentleman, and say a few words as to the candidate of a number in this meeting for president for the ensuing year. Mr. Miller of Columbus is a gentleman of wealth and position and decided ability. He is president of a large gas-light company in Columbus, and president of a society of gas-light companies. He is a man thoroughly qualified to be our president, but I think beyond this, residence and location should have a claim in this matter. For the last two years the office of president has been ably filled. Would that we could have that president as long as he lives; we would all vote for him (*applause*), but he has declined to serve another year. As a representative of a Boston club if not the Boston Club, I think it but right that they of the West should expect us to give them the presidency. I know that our club is emphatically of the opinion that the presidency should go to the West this year. Ohio is in a central position, although in Boston they sometimes speak of it as the West. As you are now going to reconsider the action of a few hours ago, I hope you will pay attention to the question of location in the election of one who is to preside over us, the one whom the nominating committee favor, one who will build up a very great interest in the League all through the West.

Mr. WESTON. — I wish to say a word on behalf of Mr. Hodges. We think that Mr. Hodges is a gentleman who will serve the League efficiently and with a whole soul. We know that Mr. Hodges is the proprietor of the exponent of bicycling in this country, — a journal which has the honor of diminishing his yearly income very considerably; and we know in various ways Mr. Hodges has always studied to advance the interests of bicycling. The Boston Club will agree with Mr. Parsons that whether we get Mr. Miller or Mr. Hodges for president, we shall have a good man, and that is what the Boston Club want. Whether Mr. Miller or Mr. Hodges will be the best man is the only point

upon which we differ. We think Mr. Hodges will be a good president. Mr. Parsons and his friends think Mr. Miller will be a good president. (*Applause*)

Mr. PARSONS. — It seems to me the Chair should once more state how delegates should write their ballots.

THE CHAIR. — I am requested to state to you how ballots should be written. Those who vote as delegates will place their name and figure 10, as they vote for ten of their club, and the name of their club under it, or in any other form; but that information must be put on each ballot. Those voting individually will simply put their names down, and they will be counted individually. They might add the figure 1, but it would do no good.

The ballot for president resulted as follows: —

Total number of votes cast.....	363
Necessary for a choice.....	182
W. H. Miller, Columbus, Ohio, received.....	207
E. C. Hodges, Boston Mass., received.....	156
And Mr. Miller was declared elected.	

MR. FAIRFIELD WITHDRAWS.

THE CHAIR. — Last year the gentlemen from the East were desirous of giving the West an office. I looked upon Mr. Pratt as a very healthy risk, and I never contemplated a resignation. I knew I was not capable of presiding at this meeting in the way in which it should be done. Now I withdraw my name as vice-president, in favor of Albert S. Parsons. In the first place, there should be no question between us as to who should be elected. Furthermore, from the start, whenever there was a sacrifice to be made, it has been made by Mr. Parsons. (*Applause.*)

A VOTE OF THANKS.

Mr. Everett took the chair which was vacated by Mr. Fairfield, and addressed the League as follows: I desire to make a motion which I am sure will meet with the approval of every member here, whether he be an Eastern or a Western man, whether he come from the North or from the South. A few days ago, the Eastern men received an invitation from the West and the Northwest asking us to come to Chicago to join in the parade of the League of American Wheelmen and to attend its annual business meeting; that we have done, and as you all know the meeting and the parade and everything connected with it has been an entire success. That success, I think (and I believe you all think with me) is owing to the efforts and energies of one man; and I desire, in behalf of the Boston Club and in behalf of the members of the League of American Wheelmen, to make a motion that a vote of thanks be tendered to J. M. Fairfield of Chicago for the efforts he has made in behalf of the League of American Wheelmen and of this second annual meeting.

The motion was unanimously adopted, and three cheers were given for the gentleman named in the vote of thanks. In response, Mr. Fairfield said: Your good wishes and your good-will and your vote of thanks are very grateful to me. I know that you know it, for I have been with you from the very start, and my best friends are among wheelmen. But I tell you, you overdo this matter of praise. I have not done anything. (*Laughter and applause, and cries of "Oh!"*) "Oh!" I have simply sat back while others have done it. We have received here substantial aid from Milwaukee and Cincinnati, and the hearty support of all Western wheelmen. We said we were going to have you gentlemen out here, and we were going to give you a good time from the start; and if it had not gone off just as it has, I would have felt eternally disgraced. I would have crawled into a hole and stayed there. (*Laughter.*) No, there is no praise coming to me. We went to our citizens, to our press (*cries of "The Times," "The Times," laughter and hisses*), to the officials. All have given. Let us overlook little things like the rain of last Saturday. (*Laughter.*) We are here for a good time; and I do not want you to go away with the impression that I have done any great amount of work, for I have not. While we have been very fortunate in good weather and in good streets, and the whole thing has passed off pleasantly and without a hitch, the praise is due to the workers here; though, just as things go in this world, it is given to some one who has not been a worker. That is the truth of it. Gentlemen, I thank you for your good-will.

Secretary Putnam officially announced the result of the ballot for president, and moved that that three cheers be given for the newly elected executive.

PRESIDENT MILLER'S THANKS.

Calls were made for President Miller, who responded as follows: I feel something as Mr. Fairfield says he feels. I don't know what I have done that you should make me president of the League.

A DELEGATE. — It is what you are going to do. (*Laughter.*)

Mr. MILLER. — I thought my friends would hardly think I was capable of being president of the League; but to tell you the honest truth, I am very glad that I got it. (*Laughter and applause.*) At the same time, I will say that I really think you could have picked out a better man than, as I said to Mr. Parsons, a man who had no executive experience and who knew very little about parliamentary rules. I came among you a per-

fect stranger, as I might say, never having been in a League Meet before, and I knew but very few of the members. I thank you with all my heart for the honor you have just conferred upon me, and I hope I shall merit all your kindness. I can only say that as far as enthusiasm is concerned as a bicyclist, I think I can make you a very fair president. The balance of it will have to come afterward. I hardly know what to say, to tell you the honest truth. I really think I had not better say any more. (*Laughter and applause.*) So, thanking you with all my heart, I remain most sincerely yours, W. H. Miller of the Buckeye Club. (*Applause and laughter.*)

SECRETARY PUTNAM.—In view, Mr. Chairman, of your withdrawal from the field as a candidate for the office of vice-president for the coming year, I move that the secretary be empowered to cast the vote of the League for Mr. A. S. Parsons of Cambridge, Mass., for vice-president for the ensuing year.

The motion was unanimously carried.

MR. HIBBARD, of Milwaukee.—I move that we repeat this motion in favor of our present secretary, Mr. Kingman N. Putnam.

The motion was carried with a unanimity and hearty good-will which voiced the sentiment of the League towards their efficient secretary.

MR. DEAN.—I should like to nominate for recording secretary Mr. Angus S. Hibbard of the Milwaukee Club, and move that the secretary be empowered to cast the ballot of the League for Mr. Hibbard.

The motion was unanimously carried.

SECRETARY PUTNAM.—I move that we proceed to the election of a treasurer, and second the nominating committee's nomination of William V. Gilman of Nashua, N. H.

The motion prevailed without a dissenting voice.

DIRECTORS.

SECRETARY PUTNAM.—I move that the board of directors be elected as they have been recommended to the League by the committee on nominations.

The list of names of directors, as recommended by the committee on nominations, and afterward filled out, was declared elected, as follows:—

California.—Geo. H. Strong, San Francisco; G. L. Cunningham, San Francisco.
Connecticut.—T. B. Beach, Hartford; Dr. T. S. Rust, Meriden.
District of Columbia.—P. T. Dodge, Washington; Max. Hansman, Washington.
Illinois.—J. M. Fairfield, Chicago; H. G. Rouse, Peoria.
Indiana.—Harry Bates, Indianapolis; John O. Perrin, LaFayette.
Iowa.—D. R. Craig, Keokuk.
Kentucky.—H. Beddo, Louisville; C. W. Macklin, Frankfort.
Maine.—C. H. Lamson, Portland; F. H. Ellwell, Deering.
Maritime Provinces.—Clarence H. Dimock, Windsor, Nova Scotia.
Maryland.—Albert Trego, Baltimore; Clymer Whyte, Baltimore.
Massachusetts.—Fred. S. Pratt, Worcester; E. C. Hodges, Boston.
Michigan.—Frank H. Escott, Grand Rapids.
Minnesota.—Chas. N. Chadbourne, Rochester; C. H. Porter, Winona.
Missouri.—F. M. Gifford, Edina; Richard Garvey, St. Louis.
New Hampshire.—C. A. Hazlett, Portsmouth; E. M. Gilman, Nashua.
New Jersey.—L. H. Johnson, Orange; C. J. Wood, Hackensack.
New York.—W. F. Gullen, Brooklyn; J. O. Monroe, Buffalo.
Ontario.—S. W. McMichael, Brantford.
Ohio.—Fred. T. Sholes, Cleveland; J. G. Kitchell, Cincinnati.
Pennsylvania.—Chas. Bellz, Pittsburg; W. E. Montelius, Philadelphia.
Quebec.—H. S. Tibbs, Montreal; W. N. Campbell, Quebec.
Rhode Island.—Chas. T. Howard, Providence; A. G. Carpenter, Providence.
Vermont.—A. W. Childs, Brattleboro'; Geo. E. Styles, Burlington.
Wisconsin.—A. A. Hathaway, Milwaukee; A. C. Jones, Milwaukee.

STANDING COMMITTEES.

Rules and Regulations.—W. H. Miller, Columbus, Ohio; F. S. Pratt, Worcester, Mass.; C. H. Lamson, Portland, Me.

Rights and Privileges.—A. S. Parsons, Cambridge, port, Mass.; F. T. Sholes, Cleveland, Ohio; W. V. Gilman, Nashua, N. H.

Membership.—K. N. Putnam, New York, N. Y.; W. F. Gullen, Brooklyn, N. Y.; L. H. Johnson, Orange, N. J.

Racing.—E. C. Hodges, Boston, Mass.; A. A. Hathaway, Milwaukee, Wis.; Clymer Whyte, Baltimore, Md.

SECRETARY PUTNAM.—I move that THE BICYCLING WORLD be appointed the League organ for the coming year.
 Carried.

THE B. T. C. AND THE L. A. W.

SECRETARY PUTNAM.—Some little time ago we received a communication from one of our new League members in England, Mr. E. R. Shipton, proposing a plan for combining in some way the League of American Wheelmen and the Bicycle Touring Club of England. Mr. Shipton sent on a rough draft of the rules of government of the proposed association, and these were criticised in some points by our ex-president, Mr. Pratt, and by several of the League officers in Boston. The plan was substantially as follows: As it stands at present, if a League man goes to England he is naturally extended all the hospitalities of the B. T. C. there. If a B. T. C. man comes here, he naturally meets with the same reception. Mr. Shipton's idea is to have rather a pooling of the two associations in this way: that you have double dues; they send over two consuls here to correspond with our two directors in England, and those consuls will have to indorse all the League tickets, which tickets will be good either for the B. T. C. or the League, and the directors in England will have to countersign all the tickets issued there for the same purpose. The dues will be increased; that is, we have to pay the ordinary League dues and the ordinary dues of the B. T. C.; and a division of the money in the treasury is to be made by an after apportionment. This plan seemed to the officers to whom it was submitted to be rather cumbersome. Of course we want to meet the B. T. C. more than half-way if possible. They are the older organization, and it would be very pleasant and courteous for them to extend us a hand in this way. We want to show our appreciation of it, but we think the simpler the plan of association is made, the better it will be for the interests of both organizations. The plan that suggested itself to the gentlemen who talked this matter over was as follows: To have the two consuls of the B. T. C. appointed here to correspond with the two directors in England. When a B. T. C. man came over here, he should present his ticket to one of the consuls here, and the consul should issue to him a L. A. W. ticket which will be good for him as long as he remains in the country. That is for non-permanent residents. If a man comes over to make this his permanent residence, he is expected to join the League. These tickets will be good for two or three months. If a League man goes to England, he will present his League ticket to a director there and receive a B. T. C. ticket which will be good for as long as he remains in England, entitling him to all advantages and discounts at hotels and in information in regard to roads, and so forth. There will be no increase in dues, no pooling of dues. Of course as long as a B. T. C. man remains in England it will do no good for him to be a member of the League and as a League man remains here it will do him no good to be a member of the B. T. C. If it is in order, I would like to hear a discussion on this matter. If that plan as it suggests itself to the League directors, to whom it has been submitted, seems to be better than the idea of actually combining the two associations and having a pooling of dues and a division of membership fees and so forth, we should perhaps adopt it.

MR. WESTON.—The proposition which you have just heard is not a proposition exactly; it is simply a suggestion from a member of the B. T. C. to one of the executive officers of the L. A. W. It carries no more weight than would a proposition from me as a member of the League to the executive of the B. T. C. in England, to combine the two associations on such basis as that just presented. The combination, in my judgment, is exceedingly undesirable. I think the League can paddle its own canoe in this country without any help from the B. T. C. (*Applause.*) I think it can do so to very much more advantage than it could with any such combined arrangement as that which Mr. Shipton has proposed. Mr. Shipton is a consul of the B. T. C. and a friend of mine; but his enthusiasm in the matter leads him to suggest things which are rather extravagant. The League will be very glad if all the members of the B. T. C. will join its ranks, and I am glad to see that a great many of them have joined. The B. T. C. will be very glad to have the L. A. W. join *en masse* the B. T. C. This they will do as members, some of them, but not as an organization. One is the international club of the world, and the other is the national club of America, and each on its own separate and independent basis is deserving of the sympathy and support of every wheelman; and each can do better separately and independently than they can in any joint combination; that is simply my individual opinion. I have not heard any expression of a desire for change on the part of the executive in England. Mr. Shipton's letter was based on a desire to extend the usefulness of both organizations. I have no doubt that everybody around me is in sympathy with it.

SECRETARY PUTNAM.—In answer to Mr. Weston, I will say that the English consuls' views substantially meet my own, and meet some of the other directors' views to whom this plan has been submitted, if it has not been submitted as an official proposition. If we thought there was any disposition on the part of the B. T. C. to extend us hospitality, it might be that some system might be perfected to accomplish that. We did not expect to join the two; it was simply that a League man, if he went to England, had a right to ask their courtesy and hos-

pitality. There is no doubt but what it would be extended to him whether we had any such plan or not; but at the same time it might be well to have some system of that kind.

MR. WESTON.—I think the B. T. C. and the League are in the position of two very warm friends living in different houses. When one goes to the other's house he will receive a very cordial welcome. A B. T. C. man coming over here has no right to receive the courtesies of the League unless he has paid his dues, and the same applies to a League man going to England. I do not think anything is to be gained by seeking to disturb the present state of things. I think on the contrary that by keeping the two clubs separate, and by keeping the same warm international friendly feeling which now prevails between them, as I think we shall, we will advance the interests of the two clubs a great deal more than by any scheme which proposes to give one club the benefits of the other at a reduced price.

SECRETARY PUTNAM.—I simply submitted this for discussion. I do not make any motion.

On motion of Secretary Putnam, the meeting adjourned.

The L. A. W. Officers' Meeting.

A MEETING of the board of officers was held at Grand Pacific Hotel, Chicago, 29 June, at three o'clock, Vice-President J. M. Fairfield in the chair, and the following members of the board being present: J. M. Fairfield, Chicago; K. N. Putnam, New York, corresponding secretary; E. C. Hodges, Boston; J. O. Monroe, Buffalo; G. H. Lamson, Portland, Me.; Alfred Ely, Jr., Cleveland, Ohio; J. G. Kitchell, Cincinnati, Ohio; Fred. T. Sholes, Cleveland; and Richard Garvey, St. Louis, Mo. The following business was transacted:—

The committee on membership rehearsed their action as reported in the March meeting of the board, in relation to the protest of the Æolus Bicycle Club of Worcester against the admission of F. S. Clark, and stated that in consequence of it the members of that club had each resigned from the League. They also reported that W. R. Pitman of New York had since that meeting again made application, but the committee declined to entertain it and gave reasons therefor; and the board discussed the matter at some length. The committee also declined to pass upon the admission of William Smith of the Bristol (England) Bicycle Club, because of misrepresentation in his application. The board indorse the action of the committee in all three cases.

Secretary Putnam submitted the correspondence between the president of the National Athletic Association and himself, as published in the BICYCLING WORLD of 19 May, and the board recommended action as subsequently taken at the general meeting of 30 May.

The report of the committee to revise the constitution and rules (see WORLD of 26 May) was then taken up and recommended as afterwards amended and adopted at the general meeting.

The Lamson L. A. W. badge was reported on and recommended as afterwards adopted at the general meeting.

The secretary brought up the subject of the resignation of President Pratt, and presented the correspondence on the subject as published in the WORLD of 19 May.

The Chair appointed committees as follows, after which the meeting adjourned: Credentials, A. S. Hibbard

of Milwaukee, L. J. C. Spruance of Chicago, Alfred Ely of Cleveland. Nomination of officers: A. S. Parsons of Cambridgeport, Mass., H. S. Livingston of Cincinnati, F. W. Weston of Boston, Fred. C. Aldrich of Chicago, F. H. Benton of New Haven.

The Crescent and Boston Clubs.

The following correspondence will be of interest to members of the League:—

BOSTON BI. CLUB, 53 UNION PARK, 7 June, 1882.

ARTHUR E. BROWN, ESQ., *Sec Crescent Bi. Club*:

Dear Sir:—The four members of the Boston Bicycle Club—viz., W. B. Everett, C. L. Clark, C. Barrows, and J. S. Dean—elected by the Crescent Bicycle Club, in accordance with Rule 9 of the by-laws of the League of American Wheelmen, to represent the Crescent Club at the second annual meeting of the League held in Chicago, 30 May, 1882, presented the credentials furnished by you to the committee appointed to examine them. On their acceptance by the committee they proceeded to cast ten votes each for the only Eastern candidate for the office of president, Mr. E. C. Hodges of Boston. Before the result of the ballot had been announced, Mr. Parsons of the Massachusetts Club questioned the right of the Crescent Club to be represented at the meeting by others than members of their own club, and proceeded to assail the position of the Boston Club, and to open a question which had been settled by the committee in accepting the credentials, and had been acted upon by the meeting, which had voted by virtue of the credential committee's report. After considerable discussion, in which with a few exceptions all parliamentary rules were disregarded, the meeting decided that Rule 9 should be construed to mean that delegates must be members of the club which they represent. The meeting then proceeded to a new ballot without announcing the result of the first; your delegates of course not being allowed to vote. The discussion which took place when Rule 9 was adopted seems to indicate that the intent of the rule was to furnish clubs whose entire active membership had joined the League with the means to be represented at its annual meeting although unable to be present.

Your delegates believe they had a right to vote, and that the proceedings of the meeting were unparliamentary. They defend the position they then took and take now for the following reasons:—

1. That the word "delegate" means a person appointed to act as substitute for another.

2. That a fair construction of Rule 9 of the by-laws of the L. A. W. would allow them to represent the Crescent Club on presentation of the proper credentials.

3. That they did present the proper credentials, which were accepted by the committee appointed to examine them.

4. That after the acceptance of the credentials by the committee, and the casting of ballots by virtue thereof, it was unparliamentary and out of order to object to their being counted.

5. That when a committee is appointed for the express purpose of examining the credentials of delegates, any objection to their right to be received should have been made to the committee.

6. That the construction of the rule should have been made by the Chair and not by the meeting, which could then on an appeal from the decision of the Chair decide whether or not the Chair should be sustained.

7. That on failure of the Chair to give a decision as to the meaning of the rule, it should have been referred to the committee on rules and regulations, in accordance with League Rule 18.

8. That when any action has been taken under a rule which is at all doubtful as to its meaning, it should be construed most liberally in favor of the party acting under it.

9. That even after the rule had been construed to mean that your delegates had no right to vote, the result of the first ballot should have been announced as the decision of the meeting, simply throwing out the forty votes cast for the Crescent Club. Your delegates acted as they thought would best serve the interests of the League, the East, and the Crescent Club, and regret exceedingly the circumstances which placed a wrong construction on their action and that of the Crescent Club, which has always maintained a position of honor among the bicycle clubs of the United States. They desire to have their action indorsed by the Crescent Club if it thinks it was consistent with their duties as their representatives. Please place the matter before your club, and inform me of their decision as soon as possible, and oblige

Yours respectfully,

J. S. DEAN, *Sec.*

BOSTON, 7 June, 1882.

J. S. DEAN, ESQ., *Sec Boston Bi. Club*:

Dear Sir:—I have this day received from you the report of the delegates—Messrs. Everett, Clark, Bar-

rows, and Dean—elected by the Crescent Bicycle Club to represent it at the annual meeting of the L. A. W. at Chicago, 30 May, 1882.

In appointing the above-named gentlemen its delegates, the club acted in accordance with its conception of Rule 9 of the by-laws of the League of American Wheelmen, which states that "Clubs whose entire active membership has joined the League may choose by ballot one delegate for each ten members of the club on the membership roll of the League to represent them at the annual meeting; and these delegates, upon presentation of credentials, signed by the president and secretary of the club authorizing them to do so, may cast ten votes each in all proceedings of the meeting."

By this rule the club does not consider it requisite for a delegate to be a member of the club which he represents, and considers the action of the League to excluding its delegates a violation of said rule. The club thoroughly indorses the action of its delegates at the meeting, and fully sustains them in the position they have taken in the matter. It furthermore wishes to thank them most heartily for the zeal with which they upheld its cause; and in view of the fact that they are members of the Boston Bicycle Club, hopes that brother wheelmen throughout the country will not misconstrue their motives, but hold the Crescent Club alone responsible. Regretting that the execution of their duties as delegates should have caused them so much inconvenience, I remain yours respectfully,

ARTHUR E. BROWN, *Sec. Crescent Bi. Club.*

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

E. R. B., Cambridgeport, Mass.—From the somewhat meagre data we have been able to obtain, we estimate the grade of Corey Hill about as follows: Vertical height, 205 feet; length of road from base to summit on Brookline side, about 2,000 feet; average rise very nearly one foot in ten.

A. E. S., Somerville, Mass.—Apply to Director C. A. Hazlett, Portsmouth, N. H., for information respecting consuls in his State; we do not know whether there are any consuls between Concord and the White Mountains. We wrote you personally in respect to the roads from Concord to Plymouth.

"CYCLUS," Canton, Pa.—We can give you no positive information about Pennsylvania laws. We infer, for several reasons, that bicycles are not accorded there the same privileges as other vehicles. We know of no better method of removing rust from the bright parts than a combination of fine emery cloth and machine oil and elbow grease.

W. C. M., Ovid, Mich.—Under L. A. W. and N. A. A. A. rules, an amateur may compete in a race where an entrance fee is charged, under conditions expressed in Rule 25 of the former which see in this issue. We think the "winner's choice" prize violates the spirit of the rule respecting money prizes, although it is permitted in both the associations named above. The struggle where there are "winner's choice" prizes is not likely to be so much for the honor of getting ahead as for the chance of getting some needed article without the payment of money. We can give no information respecting the reliability of English firms.

Editor *Bicycling World*:—Does any person know of a head-light arrangement manufactured by E. F. Pfeuffer, Akron, Ohio? Is it of any use; and what is the price? O. G. BROWN.

PITTSBURG, PA., 7 June, 1882.

RACES

Coming Events.

17 June. Druid Hill Park Lane, Baltimore, Md. Ten-mile race; open to any Baltimore amateur. Half-mile race; open to any amateur. First and second prizes. Clymer Whyte, 87 W. Chase street, Baltimore. Close on 12th.

24 June. Pittsburg, Pa. Keystone Bicycle Club races at the Exhibition grounds. One-mile heat race for the championship of Western Pennsylvania; prize, \$40 gold medal. Five-mile dash and boys' races. John W. Pears, secretary, corner Penn and Homewood avenues.

24 June. Louisville, Ky., bicycle races under the auspices of the Kentucky Bicycle Club. One-mile handicap, two in three, for gold medal; five-mile dash (winner one-mile race not to compete) for gold medal; quarter-mile heat race for riders who have never won a race. Address the secretary.

28 June. Norwalk, Conn. Fairfield County Agricultural Society. One-mile amateur bicycle race, in heats, free, for gold and silver medals. 29 June, one-mile professional race, three in five, \$50 and \$25; 30 June, one-mile professional race, three in five, \$50 and \$25; 30 June, one-mile professional race, three in five, \$50 and \$25; 30 June, one-mile professional race, three in five, \$50 and \$25.

1 July. New York. Games of American Athletic Club. Two-mile bicycle handicap. Secretary American Athletic Club, P. O. Box 2,930.

4 July. Springfield, Mass., Skating Rink. Grand bicycle tournament. Half-mile, one-mile, two mile, and five-mile races, three prizes, and slow race of 100 yards, two prizes, open to all amateur bicycle riders, the prizes in each event being valued at \$50, \$70, \$100, \$150, and \$200, respectively; two-mile race, open to Springfield Club members only, for medal valued at \$70; best club drill of not less than eight members, prize, silk banner and bugle, valued at \$50 and \$10 respectively. C. K. Ferry, secretary.

4 July. Brooklyn, N. Y. Williamsburg Athletic Club games. Three-mile bicycle handicap. G. R. Smith, secretary, Wythe avenue, Penn and Rutledge streets, Brooklyn, E. D.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

Sunday, 18. Headquarters, 2 P. M. To Squantum Point via Milton L. Mills. Adams, Coleman streets, etc. Supper at Old Squantum House, or return to city, and supper at Providence Depot.

Sunday, 25. Headquarters, 10 A. M. sharp. To Cohasset via Meeting-House Hill, L. Mills, Quincy, etc. Dinner, Black Rock House. Return on wheel, or by boat from Downer's, ad lib.

Moonlight runs of short distances will be held, starting from headquarters, at 8 P. M. Friday, 23, Tuesday, 27, and Friday, 30.

Members are earnestly requested to be on hand for prompt starts. Members will appear in uniform during the June events.

CRESCENT BI. CLUB:—

Saturday, 17 June, seashore run. Trinity square, 8.30 A. M., to Marblehead via Lynn (from Central square, 11 A. M.), and Swampscott (dinner), and return by same route.

ROXBURY BI. CLUB, JUNE:—

June 17 and 18. To Gloucester, Mass. Start at 9 A. M. Walnut avenue and Warren street. Route: Brookline, Cambridge, Malden, Everett, East Saugus, Lynn, Floating Bridge to Salem (where dinner will be had at 1 P. M.), Beverly, Beverly Farms, Manchester-by-the-Sea, Gloucester (supper at 7 P. M.) Return via Marblehead (where dinner will be had at twelve o'clock). To Boston ad lib.

JUNE 25. To Brockton, Mass.

July 2. To Revere Beach, Point of Pines. Supplementary "spins," moonlight.

JUNE 27. To Reservoir.

JUNE 28. To Blue Bell.

MASSACHUSETTS BI. CLUB:—

On the 17th of June the Massachusetts Bicycle Club will make a run from its headquarters to Nahant and return. The club will dine at Hood Cottage.

OID BI. CLUB.—At a meeting of the wheelmen in this vicinity, a bicycle club was organized with the following officers elected for one year: President, Chas. S. Reeves; vice-president, F. A. Marshall; captain, Horace S. Keys; secretary and treasurer, W. C. Marvin. Will send you further particulars as soon as the club is fully organized. M.

OVID, MICH., 5 June, 1882.

WESTBORO' BI. CLUB.—The Westboro' Bicycle Club was organized the 28th of April, and consists of eleven members with the following officers: President and captain, Walter E. Blanchard; sub-captain, J. E. Balloch; secretary and treasurer, Edward C. Bates. The club has two rooms in Union Block, one for the bicycles, the other for meetings and social times. The uniform consists of a dark-green cap, light-olive shirt, dark-green knee-breeches and stockings, and low rubber-soled shoes. There is a lively interest in bicycling now in this town: several have recently bought or ordered machines who contemplate joining the

club, which will probably have double its present membership soon.

EDWARD C. BATES, *Sec.*

WESTBORO', MASS., 8 June, 1882.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the *BICYCLING WORLD*, 3 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

UNATTACHED. — A. W. Stuart, Belleville, Ill.; Henry W. Merchant, 1208 South Street, Philadelphia, Pa.; Henry Parsons, Gloucester; Joshua Paine, Provincetown, Mass.; Wm. R. Mitchell, Provincetown, Mass.; Edgar L. Davenport, Canton, Bradford County, Pa.; Charles H. Imhoff, care First National Bank, Lincoln, Neb.; Fred. G. Wiese, 96 Farnsworth avenue, Bordentown, N. J.; Edward R. Vail, 54 Wall street, New York City; Wm. C. Scribner, 1108 E street, N. W., Washington, D. C.

Notice to Members.

LEAGUE OF AMERICAN WHEELMEN.
CORRESPONDING SECRETARY'S OFFICE,
54 WALL STREET, NEW YORK, 1 June, 1882.

Dear Sir,—I beg to call your attention to the following rules of the League in regard to the payment of the annual dues, and request that you mail yours as soon as possible to William V. Gilman, treasurer L. A. W., Nashua, N. H.:—

34. Each member shall pay to the treasurer of the League, on or before the first day of June in each year following his admission to the League, the sum of \$1 as a membership fee, and shall forward therewith his name and address, and the membership number of his old ticket, and thereon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League; secretaries of League clubs being notified and required to pay the dues of the entire active membership of said clubs. Any member failing to comply with the terms of this rule before 15 July, 1882, shall forfeit his membership, and his name shall be stricken from the roll, and he shall return his badge to the corresponding secretary, provided he be not reinstated by the membership committee.

Your attention is also called to the new rule of the League in regard to the election of officers:—

4. The officers shall be a president, a vice-president, a corresponding secretary, a recording secretary, a treasurer, chief consuls, one from each State, and representatives, one for every hundred League members in each State: *provided*, however, that no State in which there are League members shall have less than one representative; and these officers shall form a board of officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this constitution, and shall have power to fill vacancies.

ELECTIONS.

21. Before the first and tenth day of March * of each year the corresponding secretary shall send to each member of the League a voting blank for representatives and chief consuls.

Each member shall be entitled to one vote for chief consul for the State wherein he resides, and one vote for each representative that his State is entitled to under these rules. These blanks shall be filled out and returned to the corresponding secretary before the tenth day of April, and by him delivered to the committee of rights and privileges. This committee shall sort and count the votes, and make a return of the same to the president on or before the twentieth day of April. The person obtaining the largest number of votes in each State for chief consul shall be elected; and the persons receiving the largest number of votes as representatives shall be elected. The president shall, on or before the first day of May, declare the result of the election, and cause the same to be published without delay in the official organ, and also notify every member of the board of officers and persons so elected of the result. On the same day, at the annual meeting (as provided for in Rule 9), the chief consuls and representatives so chosen shall meet and elect from their number a president and a vice-president, and from the membership of the League a corresponding secretary, a recording secretary, and a treasurer.

Please fill out the enclosed voting slip, and send it as soon as possible to A. S. Parsons, chairman committee on rights and privileges, Cambridgeport, Mass.

The following list shows the number of representatives each State is entitled to:—

California.....	One chief consul, one representative.
Connecticut.....	" " " "
Dist. of Columbia, " " " "	" " " "
Illinois.....	" " " "
Indiana.....	" " " "
Iowa.....	" " " "
Kentucky.....	" " " "
Maine.....	" " " "
Maritime Provs.....	" " " "
Maryland.....	" " " "
Massachusetts....	" " ten "
Michigan.....	" " one "
Minnesota.....	" " " "
Missouri.....	" " " "
New Hampshire....	" " " "
New Jersey.....	" " " "
New York.....	" " three "
Ohio.....	" " one "
Ontario.....	" " " "
Pennsylvania.....	" " two "
Quebec.....	" " one "
Rhode Island.....	" " " "
Vermont.....	" " " "
Wisconsin.....	" " " "
England.....	" " " "

The enclosed circular contains the names of the directors who were elected to hold office until the chief consul and representatives could be selected.

Your prompt attention is earnestly requested in this matter, so that the new hand-book may be issued early in the season. Yours fraternally,

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

Wheels at Hamilton, Canada.

Editor Bicycling World:—The Hamilton Bicycle Club held their monthly meeting in their club-room, Friday evening, 19 May, the first vice-president in the chair, and a good turn-out of members. Three new members were proposed and admitted to membership. The committee appointed to wait upon the Irish Protestant Benevolent Society reported that they had made arrangements to hold a grand bicycle tournament in connection with the picnic of the society, to be held here on Dominion Day, 1 July. The programme so far arranged was: one-mile race, two prizes; first, gold medal; second, silver medal. Five-mile race, two prizes: first, gold medal; second, silver medal. Fancy riding, two prizes: first, gold medal; second, silver medal. Club drill, a handsome silver cup with suitable engraving, together with a beautiful badge to each member

* This rule not having been adopted until 30 May, it was decided to have the election held in June for the present year.

of the winning club. Races open to all amateurs. The bicycle parade will form on the Gore in the morning at ten o'clock, headed by the 13th Battalion Band, and will proceed to the Crystal Palace park where the races will take place. In the afternoon a grand procession will form at the same place and proceed to Dundurn Park, in the following order: Bicycles, 13th Battalion Band of Hamilton, Royal Encampment of Uniformed Patriarchs of Rochester, N. Y., Toronto, London, Brantford, Goderich, and Hamilton, Can. Encampments, 7th Battalion Band of London, friends in carriages. In Dundurn Park the bicycle club drill and fancy riding will take place, besides an attractive programme prepared by the I. P. B. S. In the evening there will be a display of fireworks, and a band concert in which both bands will take part. Invitations have been sent to the different clubs in Canada, and the secretaries will confer a great favor if they will send in a definite answer at as early a date in June as possible. We would like to make this bicycle meet a grand success, which can be done if every club in Canada will take a hand in it, and see it through. American wheelmen wishing to unite with us on that day will be cordially welcomed, and are requested to signify their intention not later than 20 June. EUREKA.

Brooklyn Wheelmen.

BROOKLYN, 5 June, 1882.

Editor Bicycling World:—A very delightful run by a number of the Kings County Wheelmen and Brooklyn Bicycle Club (twenty-four in all) was indulged in on Decoration Day, starting from Brooklyn at 8.40 A. M. via Annex and Pennsylvania Railroad to Newark, and on arriving at Central avenue were agreeably surprised at meeting three members of the Orange Wanderers, and recognized the genial faces of Capt. Johnson, Consul J. Warren Smith, and Mr. Browning. Capt. Johnson had been made acquainted with the fact of our intended visit, but we did not expect he would come so far to meet us. We were then escorted by them to Orange, over the finest roads in the United States, where all were invited by Capt. Johnson to partake of soda. After ordering dinner for the party at the Mansion House for 1.30 o'clock, started for a run to Montclair, headed by Capt. Johnson, where we halted and refreshed ourselves with milk and soda. A number of the party ascended a very long hill and indulged in a first-class coast of about one half mile, after which we started on our return to Orange, which was reached in plenty of time for dinner. Capt. Johnson and party were invited to dine with us, but much to our regret, gracefully declined on account of previous engagements. After dinner a number of the party started on short spins, trying to make the best of the good roads around Orange, while others contented them-

selves with a quiet smoke on the piazza in the shade. Just before it was time to start on our return trip, Consul Smith and Mr. Browning called on us, and when we were ready, escorted us back to Newark; and on parting, three hearty cheers were given for the Orange Wanderers. Leaving Newark by train, and reaching Brooklyn at 6.50 P. M., all declared that this had been one of the most enjoyable runs they had ever taken.

EDWARD A. CANER,
Sec. Brooklyn Bicycle Club.

Bremen Bicycle Club.

OUR last meeting was held the 21st of April, as usual, at Siedenburgh's Hotel. Mr. Norman Leete, our energetic and worthy secretary, tendered his resignation, which was accepted with great regret. He is now in London, and the club which finds his name on its roll may well feel proud of possessing such a genial and open-hearted gentleman. Mr. Robert Carew occupies the honorable secretary's position now (address care of Messrs. Bodendstedt & Co., Bremen), and Mr. W. Lohmann is treasurer. The first club run for 1882 was out to Obernland *via* Horn and return; the second, to Vegesack and back, where an awful head wind and bad roads were encountered; returning, the wind was in our favor, therefore the speed and comfort the greater. Distance, twenty-one miles. Thursday, the 18th of May, was the third run, attended by three members. We started from Bremen at 7.40 A. M., and after passing sundry "dorfs," arrived in Worpedorf at 10.30, where half an hour was spent in refreshing the inner man. The roads up to this point were bad enough, but were found better on to Kirchtimbcken, 11.10; from this village to Steinfeld we struck a road, the counterpart of which we never hope to meet with again. It would lay a stigma on the word to call that stretch a road; it was simply a sandy, stony, up and down hill, badly ploughed piece of land, about fifteen feet broad, with places where we found difficulty in even walking or carrying the machines. To heighten the effect this produced on our spirits, as far as the eye could reach it encountered but this bleak, desolate moorland, which abounds in the vicinity. Thankful we were, after an hour and a half of this fatiguing work, to strike a sandpapered macadam chaussée, leading from Steinfeld to Ottersberg, and ridden without a dismount to latter place, in fifty-seven minutes. The hands on the old village church clock pointed to 1.30 as we wheeled up to Hotel Gieschen; a good dinner and an ample rest soon restored us when at 3.20 we once more climbed into the saddle, arriving eventually without mishap in Bremen at 6 P. M. Distance traversed, forty-five miles. PUMPERNICKEL.

BREMEN, GERMANY, May, 1882.

IT is proposed, in the concourse to be established on the ground which has been

occupied by the main centennial and the machinery buildings in West Park, to lay it out so that there shall be a wide carriage drive, say of not less than one hundred feet; a riding or equestrian circuit, of about thirty feet in width; and a pedestrian walk, of twelve to twenty feet. These will be probably arranged in the order named, beginning with the exterior drive. Along the walk will be placed numerous seats, as doubtless the concourse will always draw numerous spectators. In addition, it was proposed at the last meeting of the Park Commission that a space be set apart for bicycle divertimento; but it was not disposed of, though it will doubtless come up again with a favorable result, as it would greatly add to the attraction. Probably an avenue inside of all the others, of not less than fifteen feet in width, would be best adapted for this purpose, it being a sufficient distance from the other avenues as to remove all *danger from the frightening of horses*. In order that the public may enjoy the benefit of the concourse the present season, councils should without delay appropriate the necessary funds. One thousand dollars has been voted by the commission out of the park appropriation, to clear away the debris of the buildings, and level off the ground preparatory to constructing the avenues, planting the necessary trees, trace, grating the seats.—*Philadelphia Paper*.

A Tour through Ireland. V.

HOW IRISHMEN RIDE. BY ONE OF THEM.

SATURDAY and Sunday we remained anchored in Longford, at the earnest solicitation of many friends, who could hardly believe us when we told them we had ridden four hundred miles through Ireland before visiting their part of the country. On Monday we left them, and amid a waving of handkerchiefs and shower of good wishes started for Dublin, determined to cover the distance—over eighty miles—in the one day. It was nine o'clock when we started, and soon the high tower of the Roman Catholic church of the town was far in our rear. It was a glorious day, not hot, and what little wind that was stirring blew almost altogether in our favor. It was almost a straight streak into Edgeworthstown, where we arrived by half past ten. This little town boasts of having been the birthplace of Maria Edgeworth, the well-known writer. It is a pretty little town situated among fields and trees, but the want of high ground takes much interest away from its appearance, in a picturesque point of view. This centre portion of Ireland is mostly level; in fact, we met no hills of any note the whole distance across to Dublin. Some miles beyond Edgeworthstown we entered Westmeath County, and crossing the river Inny, passed the prettiest scenery on the road to the capital. Westmeath is a fine, rich pasture county, and contains several lakes, one of which, Lough Owel we wound

alongside of for nearly three miles. It is a broad sheet of water about five miles in length, well wooded round the sides, and having a hill on the side farthest from the road, memorable for one of those fatal agrarian outrages, so many of which sully the present-day history of the unfortunate "Green Isle." About three miles beyond the lake we ran into Mullingar, one of the chief central business towns of Ireland. Here, as in Longford, we noticed the great number of troops that were about the place, and they appeared to be on good terms with the people. One stalwart dragoon passed us carrying two pails of water for a couple of old women, who followed his long strides, jabbering away to each other as if it was no unusual event with them to have a footman in uniform, and a six-footer too. It was half past two ere our backs were turned on Mullingar, and we had fifty miles before us to get over before night. The road, however, was magnificent; for thirty-five miles it was just as smooth and level as a private carriage drive, and the first forty-five minutes' work saw twelve miles left in our rear, and with them the ancient and rickety old town of Kinnegad. This rate of going, however, could not be kept up. Accordingly, traversing the distance to Enfield, ten miles farther on, occupied us for over an hour, and we felt rather inclined to dismount amid the pretty white cottages of this little place, and ask some benevolent old dame to honor us by asking us to tea. We got over the yearning for the bicyclist's great stimulant, however, and worked away with a will. Five miles farther on appeared Kilcock, the "Thatched City," as Maxwell christened it; for it is mainly, in fact altogether, composed of thatched houses, a sight which is becoming rare in Ireland now on such a large scale. Another five miles, and the granite buildings of Maynooth College appeared through the trees on our right. Winding round the college grounds, and then turning to the left, the lofty and solid masonry of the ruined old castle, one of the strongholds of the Geraldines, rose above our heads, thickly covered in parts with a splendid growth of ivy. We were in the town now, and my machine refusing to go farther until its rider had partaken of "the cup that cheers but does not inebriate," I allowed it to come to a stand before the threshold of the "Leinster Arms"; and then, entering the well-known door and springing up the broad old staircase, with its Geraldine motto of "Crom-a-boo" impressed on every step, we were soon stretched on the holland-covered sofas that were the familiar old friends of many previous rides. It was pretty near half past six ere we were prepared for the road again. But whence once under way, the

"Landscape sped away behind
Like an ocean flying before the wind,"

and soon after leaving the little village of Lucan, the smoke cloud in the distance seen from every piece of rising ground,

the various outlying buildings, and as we approached nearer, the spires and towers that loomed up in the twilight, all told us we were approaching dear old "Dirty Dublin." Why the Irish capital has acquired the above appellation in a distinctive degree, I do not know, for all large cities appear on about an equal footing, and many, I can vouch for, are much worse off in respect of cleanliness than poor old Dublin; and as for street paving, why, the Irish metropolis is as a paradise to some of the cities of the States. But after all, it is not in a city that the bicyclist seeks for enjoyment; it is in the open country, where he can breathe in the pure fresh air, and look on the wonders of creation, without having his eye offended or his brain sent whirling with smoke and dust or the roar and bustle of the streets. It was nine o'clock when we dismounted to shake hands after our big ride, and I fancy each of us was an extremely great man that night within the circle of our respective families, and our anecdotes and descriptions were a source of interest to many of our riding friends for some weeks after. And now it is time for me to wind up with a few practical remarks and conclusions derived from experience. When on an extended tour, thirty miles a day ought to satisfy the most enthusiastic rider; if you do more, you are pretty sure to feel fatigued, and also for a certainty to miss many objects of interest on the road. And after all, if not for practical use as an agent in travelling, and making one's self acquainted with his native land, of what utility is the bicycle? If only of use for racing, why then the steel horse falls far behind its brother of flesh and blood, — one of the world's greatest and most patient and valued workers. Then, when on a run, if possible retire to rest early and rise early; the best time for work is during the morning hours. When going on a long tour, be satisfied with one companion, or at the most two, and no the road be civil to, and respect the rights of, every man.

CURRENTE CALAMO

THE WORLD is really the League organ this week.

The Troy and Albany Clubs will unite on a run to Stillwater, 4 July.

THE Boston Club membership has renewed its subscription to the L. A. W.

THE Massachusetts Club announces an enjoyable run for to-morrow. See "What is to be."

ABOUT twenty members of the Boston attended Barnum's, Wednesday evening, and made a gas light run around Jumbo. He had to squint awfully to see the secretary.

ONE of our valued correspondents, Capt. H. S. Tibbs, of the Montreal Bicycle Club, has recently met with a sad bereavement in the death of his little daughter, Alice Ethel, not quite five

years of age. He has our earnest sympathy.

MEMBERS of the Boston Bicycle Club made a run to South Canton Saturday, and returned Sunday morning, as per announcement. The runs to "Cobb's" are becoming a favorite feature of the Boston's pleasure trips, as the roads are good, and the tavern furnishes excellent accommodations at a reasonable price.

EX-RECORDING SECRETARY L. A. W. SAMUEL T. CLARK, of Baltimore, who has recently returned from a business visit to the bicycle manufactories of England, evidently means to help the cause, as well as himself, by the most active and approved methods, having imported a comprehensive stock of some of the best English makes of bicycles and their parts. See the announcement in our business columns.

ENGLISH RECORDS.

WE have been looking over the records made on the race track by English bicyclists, and while we have been surprised at the speed they have shown, we have been no less astonished at the discrepancies between the figures put down as "the best recorded times" by the different authorities. The *Cyclist and Wheel World Annual* has a table of the best amateur times, compiled by G. P. Coleman, official timekeeper to the Bicycle Union, an excellent authority; the *Wheelman's Year Book* puts forth a table by G. Lacy Hillier, also good authority; the *Bicycling Times Annual* also has a table, and is good authority. Below we give the figures presented by the different tables for one, two, and five miles:—

Miles.	<i>Cyclist.</i>	<i>Year Book.</i>	<i>Times.</i>
1	2.46 $\frac{3}{4}$	2.47	2.46 $\frac{1}{2}$
2	5.36 $\frac{3}{4}$	5.36 $\frac{1}{2}$	5.36 $\frac{1}{2}$
5	14.39 $\frac{3}{4}$	14.39 $\frac{3}{4}$	14.39 $\frac{3}{4}$

There is no disagreement regarding the parties entitled to the records above.

The tables of professional times differ as widely as the above. The *Cyclist Annual* publishes no table; John Keen furnishes the figures for the *Times Annual*; the *Year Book* has a very good table. These are the figures:—

Miles.	<i>Times.</i>	<i>Year Book.</i>
1	2.46 $\frac{3}{4}$	2.46 $\frac{3}{4}$
2	5.36 $\frac{3}{4}$	5.36 $\frac{3}{4}$
3	8.55	8.54 $\frac{3}{4}$
4	*11.52 $\frac{1}{2}$	†11.58
5	*14.59 $\frac{1}{2}$	†14.59

Though the annuals quoted are dated Jan. 1, 1882, and issued in February, the *Cyclist* alone includes the records made in 1881, and has no professional table.

We fail to find in any record, including the New York *Clipper Almanac*, credit to De Civry, who beat John Keen Aug. 18, 1881, and took the best professional record for eleven to sixteen miles, inclusive. As to the accuracy of English records, there have been many who doubted them; and while we will not say that they are questionable, it is worthy of note that John Keen, who boasts a mile in 2.40 $\frac{3}{4}$, and Fred Cooper, who claims a mile in 2.46 $\frac{3}{4}$, have thus far failed to beat Howell (with whom they have raced two or three times), and Howell has never yet done his mile in 2.51. The English authorities unite in giving the "best on record" to G. W. Waller for the miles from thirty to one hundred; but Mr. Keen, who compiled the *Times* record, knows that the track on which Waller ran was short, and that not more than ninety-six miles were covered. We hope our English cousins will straighten out their records and let us have the correct figures.

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WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOCEPEDIQUE.—Weekly. J. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, \$2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL.—Weekly Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

CYCLING.—Monthly. Edited by Walter D. Welford, Pilgrim street, Newcastle-on-Tyne, Eng. Subscriptions received at this office: One year, \$1.00; six months, 50 cents. *Cycling and Bicycling World* for \$3.00. E. C. Hodges & Co., Boston.

CYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturmeay. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Paddles, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmeay, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

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WHEELMAN'S ANNUAL FOR 1882.—Articles by "Ixion"; Pres. Bates; "Kanuck"; "Kol Kron." Specifications for Ideal Machines from leading Wheelmen; Novelties of the Year. Paper, 33 cents; cloth, 80 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

THE Indispensable for 1882; Tricyclist Hand-Book for 1882; Guide to Bicycling, new edition.—all by Henry Sturmeay,—are now in press, and will be ready for delivery in a few months. We are ready to book orders for these works. H. L. Curtis's "Book on Training" is also in press, and will soon be ready for delivery.

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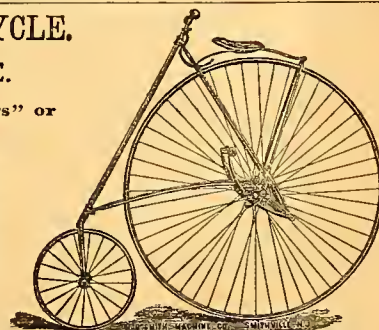
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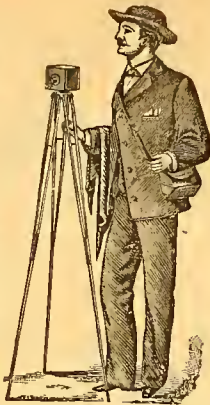
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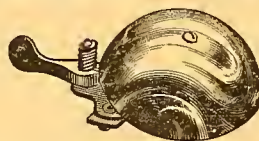
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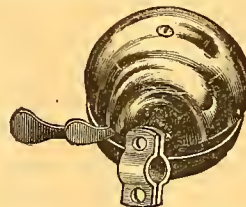
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Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

TO EXCHANGE.—A fine style new Boss Case Watch, with fine Hampden stem-winding nickel movement, for a 54-inch Standard Bicycle; must be in good order. Address L. J. GODDARD, Ravenna, O.

FOR SALE.—A 52-inch Special Columbia; only bought two months ago; was all made to order for the owner's weight. Full particulars on application to A. A. IBERIA, Amherst, Mass.

FOR SALE.—A 50-inch ball-bearing Standard Columbia; in excellent condition, and but little used; will be sold at a bargain; can be seen at this office, 8 Pemberton square.

Dissolution of Copartnership.

THE copartnership heretofore existing between E. C. Hodges and Chas. E. Pratt is this day dissolved by mutual consent.

(Signed) E. C. HODGES.
CHAS. E. PRATT.

BOSTON, 13 June, 1882.

The business of E. C. Hodges & Co. will be carried on by the undersigned, under the same firm name.

E. C. HODGES.

BOSTON, 13 June, 1882.

Bugle Calls.

UP and away, lads, up and away;

See in the sky, lads, the breaking of day;

Tighten each handle bar,

True as the polar star,

Brace up each bearing, boys,

Firm as the "Union," boys,

Spring to the saddle, lads, up and away.

Down the steep hillside, steady and slow,

Brake and back-action, on softly we go;

All now is clear ahead,

"Legs over handles, Ned";

Show us the way, old mao,

Follow who will and can,

Legs over handles, lads, tearing we go.

Flashes the breeze along, crispy and cold;

Grasp well the handles, lads, tighten your hold;

Look ahead steadily,

Steer well and readily,

Heave ahead cheerily,

Swing a'long merrily;

Gallops no horseman so free or so bold.

Now on the level, lads, lazy we ride;

Now on the steep ascent, "how the wheels slide!"

Down with the pedal, well;

Make every muscle tell;

Only one effort now,

Sweeps up across the brow;

Nothing's accomplished until it is tried.

NINON NECKAR.

Massachusetts L. A. W. Officers.

As considerable inquiry has been made as to who are candidates for chief consul and representatives under the new order of things, we, with the suggestions and assistance of several others, have prepared a list for the convenience of Massachusetts members to select from. We deemed it proper, of course, to place the names of our two present directors at the head of the list for the principal office, either of whom would make an excellent chief consul. We have also offered a choice of ten from twenty names for representatives.

FOR CHIEF CONSUL.

E. C. Hodges.....Boston.
F. S. Pratt.....Worcester.

FOR REPRESENTATIVES.

J. S. Dean.....Boston.
C. P. Shillaber.....Boston.
F. B. Carpenter.....Boston.
J. S. Webber.....Gloucester.
Paul Butler.....Lowell.
E. K. Hill.....Worcester.
A. E. Wood.....Northboro'.
F. H. Johnson.....Brockton.
M. D. Currier.....Lawrence.
C. K. Ferry.....Springfield.
F. W. Whiting.....Chelsea.
C. L. Clark.....Newton.
A. D. Claffin.....Newton.
George Chinn.....Marblehead.
Sylvester Baxter.....Malden.
Geo. H. Hood, Jr.....Chelsea.
Lewis T. Frye.....Marlboro'.
J. F. Adams.....Haverhill.
Geo. Pope.....Boston.
W. H. Ames.....No. Easton.

THE Quincy Bicycle Club under Capt. Chester Ford made a run to Nantasket, Saturday, dining at the Pacific House.

THE Crescent Bicycle Club of Boston, accompanied by several representatives of other clubs, made the run to Marblehead Saturday, the whole party numbering over twenty riders.



As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

One year, in advance.....	\$2.00
Six months ".....	1.00
Three months ".....	.60

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WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 23 JUNE, 1882.

THE NEW RULES.

THE new League constitution, with which our readers are now familiar, is founded on the proper basis of distribution. It is eminently fair, and ought to silence all who wanted a new set of rules. Any trouble in the future in the administration of the League's affairs must result from inefficient officers, and not from a laxity of rules. Something similar to the new method of electing the State consul and representatives is what we have always advocated, and believed necessary to insure the success of the L. A. W. The voting blanks have been distributed among the members, and many have no doubt been returned to the corresponding secretary in accordance with the instructions given in Rule 21. We think the matter should have been delayed a little to allow of nominations and more concerted action among

the members in their respective States. Less difficulty in this respect will arise in States where they are entitled to one consul and one representative than in those like Massachusetts, where eleven members are to be chosen to administer the affairs of the district. The first year will necessarily be somewhat experimental, but must be productive of much good, as the blame of any inaction can easily be traced to the proper parties. The States will vie with each other in the effectiveness of League work, and will no doubt endeavor to place their organization in good working order.

The chief consul, being the chief executive officer of the State, should be selected with a good deal of care, and with regard to his general fitness for the position. He must be prompt, and of sufficient leisure and ability to carry out successfully any plans for the benefit of the League. The management of all local affairs will be in the custody of the State officers, and to them must the members make their complaints. We feel the League is on the road to success and usefulness, and shall be much disappointed if its membership does not largely increase during the next twelve months. The rapid advances made by our sport in all sections of the country make the necessity for the League greater than ever. Its liberal policy precludes any need of a similar national organization, and places it permanently at the head of bicycling associations in this country.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB, JUNE: —

Sunday, 25. Headquarters, 10 A. M. sharp. To Cohasset via Meeting-House Hill, L. Mills, Quincy, etc. Dinner, Black Rock House. Return on wheel, or by boat from Downer's, *ad lib*.

Moonlight runs of short distances will be held, starting from headquarters, at 8 P. M. Friday, 23, Tuesday, 27, and Friday, 30.

Members are earnestly requested to be on hand for prompt starts. Members will appear in uniform during the June events.

ROXBURY BI. CLUB, JUNE: —

June 25. To Brockton, Mass.
July 2. To Revere Beach, Point of Pines. Supplementary "spins," moonlight.
June 27. To Reservoir.
June 28. To Blue Bell.

MILWAUKEE BI. CLUB. — A meeting was held Wednesday evening, 7 June, at the club rooms, on Milwaukee street, to ascertain what arrangements could be made for holding the third annual run of the local club on 1, 2, 3 and 4 July, around the watering places in the neighborhood of this city. It is proposed on

this occasion to run to Waukesha, seventeen miles distant, on Saturday afternoon; mounting again on Sunday morning, proceeded to Lakeside, through Pewaukee, a distance of eleven miles, and on Monday morning wheel to Oconomowoc, via Nagawicka, and participate in the annual hop given by the Milwaukee Club in honor of the visiting clubs, and closing the meet with a tour around the various lakes near Oconomowoc, winding up with a banquet at the Townsend House. L. J. C. Spruance, secretary of the Aerial Bicycle Club, promises at least fifteen men from the Aeriels, and it is surmised that an equal number of the members of the Chicago Bicycle Club will also participate. About three hundred invitations to Wisconsin, Illinois, Missouri, Kentucky, Ohio, and the several Eastern clubs will be issued, and probably one hundred wheelmen will be present. The resignation of Secretary Hibbard was read and regretfully accepted, the club then unanimously electing A. W. Friese to that position. Adolph Meinecke, Jr., was subsequently elected treasurer, *vice* Frank G. Stark, resigned. T. K. Birkhaeuser was authorized to purchase 150 badges for the July run. A reception committee consisting of Messrs. D. G. Rogers, Jr., Pierce, Pingree, Nash, Marshall, and Birkhaeuser, was appointed by Chairman Haskins to act in that capacity during the coming week. Capt. Hathaway has selected Wednesday evening for the regular weekly run, starting promptly at 6.45 P. M. A communication from Chas. T. Green, of Green Bay, inviting members of the Milwaukee Club to participate in their run and ball on 9 June, was read by Mr. Hathaway, but was necessarily declined with thanks, as the club is very busily engaged at present. The members of the club unanimously passed a vote of thanks to Angus S. Hibbard, the retiring secretary, for his untiring energy during his term of office, in laboring for the benefit of the club.

A. W. FRIESE, Sec.

MILWAUKEE, WIS., 8 JUNE, 1882.

CRESCENT BI. CLUB. — At a regular meeting held 7 June, Walter Kimball and William H. Kimball, Jr., were elected members of the club. The office of junior bugler was created, and Elmer F. Smith was elected to the position.

ALBANY BI. CLUB. — At a meeting of the club held 8 June, a revised constitution and code of rules was submitted and adopted. Among its provisions are the following: Only non-resident wheelmen not members of the club may enjoy the privileges of the headquarters and participate in the club runs; payment of the League dues are obligatory before the first of June of each year; the regular annual club races are to take place in September, the prize to be a gold medal to be won three consecutive times by the same person before it becomes "personal property"; also, three silver medals are to be awarded to the three men who make the five miles inside of twenty

minutes. Much credit is due the captain for his zeal and devotion to the interests of the club, and he is ably seconded by the house committee and a few others who have most generously contributed to the comforts of the rooms. The club is on a firmer basis than ever before, and the interest is growing. Our headquarters are at 289 Washington avenue, and wheelmen visiting Albany will always find a cordial welcome there. SECRETARY.

ALBANY, N. Y., 10 June, 1882.

BRUNSWICK BI. CLUB.—At the annual meeting of the Brunswick Bicycle Club, the following officers were elected to serve for the ensuing year: D. H. Merritt, president; Frederic Fisher, secretary and treasurer; Peter DuMont, captain; and John Acken, sub-captain. We have started out in fine order this season. Elected three new members in as many weeks: adopted a new uniform, consisting of dark-brown corduroy coat, knee-breeches, and hat, dark-brown stockings, and gray shirt; and requiring all members to join the L. A. W. We meet the first Monday in each month.

SIXTY-SIX.

NEW BRUNSWICK, N. J., 10 June, 1882.

MUNCIE BI. CLUB.—The wheelmen of Muncie, Ind., on 9 June organized a club, offered as follows: President, Robert Meeks; captain, Chester Foster; sub-captain and vice-president, S. Hathaway; secretary and treasurer, Rollie March. This is the fourth bicycle club in the State, I believe. SECRETARY.

MUNCIE, IND., 12 June, 1882.

STAR BI. CLUB.—The Club held a regular meeting at the Revere House (L. A. W. hotel, of Lynn), Tuesday evening, 13 June. Frank W. Goodwin was elected first lieutenant in place of W. Melzard, resigned. The club proposes a run to Waltham next Sunday, weather permitting, and has also arranged, with the same proviso, for regular Friday evening runs. The 4 July races, although a part of the city celebration, will be under the management of the club, and participation in the city's parade is also a part of the programme. The races are to take place on Lynn Common, probably in the afternoon. After the business was ended the club sat down to a club supper, and then adjourned to the hotel parlor where a pleasant social entertainment filled up the remainder of the evening before adjournment.

MILWAUKEE BI. TOURISTS.—An organization has been effected among a limited number of our local wheelmen, to be known as the "Milwaukee Bicycle Tourists," and at a recent business meeting the following officers were elected: President, B. K. Miller, Jr.; secretary and treasurer, H. C. Haskins; captain, A. A. Hathaway. The club consists of riders living in close proximity, and is limited to its present membership, twelve. The object of the club is to promote tour-

ing and sociability. The third annual meet of the Milwaukee Club is assuming grand proportions, and seventy-five to one hundred wheels will undoubtedly appear in line for the start 1 July.

A. S. H.

MILWAUKEE, WIS., 15 June, 1882.

KANKAKEE BI. CLUB.—A club of seven members was organized here this week, and the following officers elected: President, George F. Crawford; captain, Arthur B. Holt; secretary and treasurer, Walter S. Parker; the remaining members are Chas. H. Cobb, Louis Lecour, Bert. E. Taylor, and Clarence E. Holt. The *Gazette* office is well represented, three of the club being from that paper. The name of the club is the "Kankakee Bicycle Club." The uniform consists of cadet gray coat, with roll collar, gray pants, navy-blue stockings, low tie shoes, navy-blue flannel shirt laced with white silk cord, white web belt, gray base-ball cap with letters "K. B. C." embroidered in old-gold silk on the front. The club colors are light blue and old gold. Membership in the League is made one of the conditions of club membership. The wheels comprise four 50's, two 52's, and one 54. The 5-inch men are undersized,—the usual result, is it not, in buying one's initial machine? A. B. H.

KANKAKEE, ILL., 16 June, 1882.

CAPITAL BI. CLUB.—At the regular monthly meeting of the Capital Bicycle Club held on Saturday 10 June, 1882, the following officers were elected for six months from 1 July, 1882: C. E. Hawley, president; Leland O. Howard, vice-president; Edwin H. Fowler, captain; S. Preston Moses, Jr., secretary; John T. Loomis, sub-captain; Francis C. Donn, treasurer; Sidney P. Hollingsworth, Jr., sub-captain; Thomas A. Berryhill, committee-man.

SIDNEY P. HOLLINGSWORTH,
Acting Sec.

WASHINGTON, 17 June, 1882.

THE St. Catharine's (Ont.) Bicycle Club, organized 12th of last February, with but four members, now numbers twelve. A correspondent informs us that the roads in that vicinity are poor, so that they do not often indulge in long runs. They are quite near Niagara, however, and visit the falls occasionally. Mr. W. J. Morgan, now in this city, and participating in some of our local racing events, was formerly a prominent rider there, and won several races in the provinces last season.

THE Lowell Bicycle Club is a new but apparently lively organization, if we may judge from the frequency with which it is mentioned by the Lowell papers. A good number made a run to points of interest in Lowell and vicinity on Decoration Day, and Wednesday evening of last week another trip was participated in by fourteen riders under Lieut. Lawson.

THE Massachusetts Bicycle Club had a very enjoyable time on its run 17 June.

About fifty miles were covered during the day. Dinner was taken at Hood Cottage, Nahant, and milk—the club's strong drink—was taken at every stopping place.

We understand that a Citizens' Bicycle Club, composed principally of business and professional men, the president being an Episcopal clergyman and the captain a well-known physician, has recently been organized in New York.

THE Kentucky Bicycle Club, of Louisville, will hold a grand race meeting 4 July, on its new quarter-mile track. The race committee are: Horace Beddo, T. W. Moran, Charles H. Jenkins, and S. B. Huber.

THE racing committee of the Massachusetts Bicycle Club has announced the second races of the second and third series (one and two miles) for Saturday, 1 July, at Beacon Park, at 4:30 P. M.

THE Eurys Bicycle Club, of South Gardner, Mass., made its first club run on Memorial Day, going to Winchendon (nine miles) and return.

BOSTON Club members indulged in an over-night excursion to South Canton on the 17th.

RACES

Coming Events.

24 June. Pittsburgh, Pa. Keystone Bicycle Club races at the Exhibition grounds. One-mile heat race for the championship of Western Pennsylvania; prize, \$40 gold medal. Five-mile dash and boys' races. John W. Pears, secretary, corner Penn and Homewood avenues.

24 June. Louisville, Ky., bicycle races under the auspices of the Kentucky Bicycle Club. One-mile handicap, two in three, for gold medal; five-mile dash (winner one-mile race not to compete) for gold medal; quarter-mile heat race for riders who have never won a race. Address the secretary.

28 June. Norwalk, Conn. Fairfield County Agricultural Society. One-mile amateur bicycle race, in heats, free, for gold and silver medals. 29 June, one-mile professional race, three in five, \$50 and \$25; entrance fee \$2.

1 July. New York. Games of American Athletic Club. Two-mile bicycle handicap. Secretary American Athletic Club, P. O. Box 2930.

1 July. Philadelphia. One-mile scratch, two-mile handicap, two-mile handicap for those who never won a first prize, and five-mile handicap bicycle races at Belmont Driving Park. W. H. Brown, 3110 Market street.

1 July. Boston. Second races of the second and third series (one and two miles) of the Massachusetts Bicycle Club, Beacon Park, Saturday, 1 July, 4:30 P. M.

4 July. Utica, N. Y. Grand Central New York meet and races at Reynolds Park. W. J. Walters, secretary.

4 July. Springfield, Mass., Skating Rink. Grand bicycle tournament. Half-mile, one-mile, two mile, and five mile races, three prizes, and slow race of 100 yards, two prizes, open to all amateur bicycle riders, the prizes in each event being valued at \$30, \$70, \$100, \$150, and \$200, respectively; two-mile race, open to Springfield Club members only, for medal valued at \$70; best club drill of not less than eight members, prizes, silk banner and bugle, valued at \$50 and \$10 respectively. C. K. Ferry, secretary.

4 July. Brooklyn, N. Y. Williamsburg Athletic Club games. Three-mile bicycle handicap. G. R. Smith, secretary, Wythe avenue, Penn and Rutledge streets, Brooklyn, E. D.

4 July. Louisville, Ky. Race meeting of the Kentucky Bicycle Club, open to all amateurs, entrance free: Half-mile; three heats; prizes, gold medal and cyclometer. Three mile dash; prizes, gold medal and pair ball pedals. Quarter-mile dash for small boys; prizes, gold medal and bicycle bell. Two-mile dash of 50-inch wheels and under; prizes, gold medal and bicycle lamp. Quarter-mile; three heats; prizes, gold

medals. Slow race; one hundred yards; prizes, gold medal and cyclometer. A. L. Pope, secretary.

8 July. Baltimore, Md. Fifty-mile bicycle race for the road championship of the United States, Druid Hill Park Lake, Baltimore, 8 July, at 8 A. M. \$50 gold championship medal to first, gold medal to second, silver to third; entrance \$1.00. Road course, dead level, one and a half mile lap, sixty feet wide, hard gravel, with half-mile straightaway home stretch. As it is a public park, no gate money can be charged, and subscriptions are solicited for the purchase of the medals. The time of preparation is limited, to bar "special training," as this is a general riders' road race. Entries and subscriptions close 1 July, to Clymer Whyte, Esq., director L. A. W., 87 W. Chase street, Baltimore, Md.

OAKLAND, CAL., 30 MAY. — At the meeting of the Olympic Athletic Club, held the 30th ult., the following bicycling events occurred: —

One-Mile Handicap Bicycle Race — W. H. Lowden (72 yards), 1; C. L. Leonard (scratch), 2; C. Burckhalter (100 yards), 0; R. F. Verrinder (60 yards), 0. Time, 3.28½.

Eight Hundred and Eighty Yards Handicap Bicycle Race — L. D. Smith (13 yards), 1; C. A. Butler (13 yards), 2; H. C. Finkler (scratch), 0. Time, 1.43½.

Eight Hundred and Eighty Yards Handicap Bicycle Race — C. Burckhalter (40 yards), 1; C. L. Leonard (scratch), 2; R. F. Verrinder (24 yards), 0; W. H. Lowden (30 yards), 0. Time, 1.40½.

One-Mile Handicap Bicycle Race — H. C. Finkler (scratch), 1; George H. Strong (80 yards), 2; L. D. Smith (35 yards), 3; C. A. Butler (35 yards), 0. Time, 3.21½.

In mounting his wheel for the second 880-yards handicap, Finkler wrenched his right hand, which was recently injured by a fall, and it became so painful that he slowed up until he had no chance of winning. In the second mile handicap, which proved a most exciting race, Strong, although not in his best racing condition, started out at a lively rate and moved splendidly; Butler and Smith led Finkler until the third lap was made, when Finkler commenced to forge up; he passed his nearest opponents, and then set out for the leader, gradually gaining without apparent effort. On the last half of the track, and when it seemed almost impossible for him to overtake Strong, he made a magnificent spurt and lapped on Strong's wheel just as they had reached the grand stand; a few yards more and he had a yard's lead, and passed over the line a winner, the audience jumping to their feet in the excitement of the moment. In this race Strong rode a 57-inch patent improved Humbert racing wheel. Finkler was mounted on a 51-inch Special Club roadster, Butler on an Invincible light roadster, 53-inch wheel, and Smith ran a 54-inch Harvard. C. L. Leonard gave an exhibition of fancy bicycle riding, which was loudly applauded. Some of his feats were remarkable and original, and his performance included all the regular tricks, from riding the machine without the use of his hands to standing upon his head on the saddle.

BOSTON, 9 JUNE. — The fifty-mile professional handicap bicycle race at the

Casino took place on this date, as announced, and proved an interesting and well-contested struggle, but no reliable time as a record was made, except for the full race of fifty miles, in consequence of incomplete officering and timing. The contestants were Prince and Rollinson from scratch, and W. J. Morgan and George and Thomas Harrison at one mile start. The pistol was fired at 7.14.45 P. M., and the men got off in good shape, Prince leading and maintaining that position throughout. He easily and comparatively early in the race took up his handicap, and at the finish was a mile and three laps ahead of Rollinson according to the scoring, although the latter protested that the scorers had failed to record his score by one lap. However, as two official and two volunteer scorers all agreed, his protest was not admitted. Morgan dropped out at the completion of the fourth lap of his twentieth mile. The Harrisons rode pluckily for second place, and Rollinson had not taken up their handicap until near the close of the race; but at the beginning of his thirty-eighth mile Geo. Harrison gave up and Thomas showed signs of exhaustion, — the two scratch men, however, especially Prince, seeming but little affected by their long pull. From this point Prince rode a waiting race to the end, finishing in 2h. 59m. 15s.; Rollinson second, in 3h. 3m. 57s.; T. Harrison third (forty-nine miles) in 3h. 25m. 52s. The officers were: Referee, E. E. Merrill; scorers and timekeepers, L. C. Roberts and F. H. Drown; judge, J. C. Harrington, Jr. The prizes were \$200, \$100, and \$50.

BOSTON, 10 JUNE. — The first of the series of seven contests for the five-mile championship of Massachusetts Bicycle Club, to be raced at convenient intervals during the present summer for a silver cup, was held Saturday afternoon, the 10th inst., at Beacon park, as announced. The day was warm but pleasant, and a fair attendance of bicyclers was observed, representing, in addition to the Massachusetts, the Boston, Crescent, Chelsea, Meteor, and other local clubs, but a comparatively few non-wheelmen. It was found on arriving at the park that the cinder track was in a most wretched and dangerous condition for racing, and there was a strong disposition manifested to postpone the event; but rather than disappoint those who had come to witness them, it was finally resolved to have a few scrub races on the one-mile trotting track, although this, from the fact that there were many patches of soft bed on the course, would preclude the making of very fast time. The sport finally opened with a three-quarter mile dash, which was won by Jeffreys Wyman in 2m. 27½s.; C. P. Shillaber second in 2m. 34½s.; E. W. Pope third in 2m. 39½s.; M. H. Hardwick fourth, and G. H. Waters fifth. The next was a dash of one mile and a quarter, and was easily won by W. R.

Griffiths, the club's 60-inch man, who led from the start, and scored his time as 4m. 11½s.; Jeffreys Wyman, second in 4m. 25½s. A. D. Claflin and H. D. Corey were the only contestants in the five-mile championship race, and these made a good start and an interesting race, first one and then the other leading around the course until on the last mile, when Claflin forged well ahead and came in a winner, with Corey 16s. behind. The mile times were as follows: —

	CLAFLIN.	COREY.
1.....	3m. 48s.	3m. 48½s.
2.....	7m. 17s.	7m. 18s.
3.....	11m. 17s.	11m. 16s.
4.....	14m. 45s.	14m. 46s.
5.....	18m. 5s.	18m. 21s.

The officers were: Judges, Capt. F. B. Carpenter of the Crescent Bicycle Club, D. J. Smith and F. G. Parker of the Massachusetts Club; scorers, G. H. Waters and D. E. Devoe of the Massachusetts Club; timers, W. E. Gilman of the Chelsea Bicycle Club, and H. A. Baker of the Massachusetts Club.

NEW YORK, 10 JUNE. — At the annual championship meeting of the N. A. A. A., two-mile and five-mile bicycle races were contested. In the former, which was well contested, especially by the three leaders, G. D. Gideon of the Germantown Bicycle Club, came in first in 6m. 41½s.; E. A. Thompson, Lenox Bicycle Club, second, in 6m. 50½s.; C. A. Reed, New York Athletic Club, third; F. E. Davidson, Lenox Bicycle Club, fourth; A. Smith, Williamsburg A. C., fifth. The five-mile race was contested by G. R. Rood, Lenox Bicycle Club, Geo. D. Gideon, C. A. Reed, and A. Smith, the latter withdrawing on the third mile. The race between the others was an exciting one to the close, Gideon leading, and looked upon as the winner at the close of the fourth mile, when Rood made a handsome spurt and passed him, holding his lead to the end, with Gideon second by little more than a yard; Rood's time was 17m. 19½s.

BALTIMORE, 17 JUNE. — The ten-mile bicycle race at Druid Hill Park came off as announced, a good attendance of spectators being noticed notwithstanding the early morning hour, — 6.30 o'clock, — a large number of the lady friends of the wheelmen also being present. The contestants were R. F. Foster, C. R. Evans, E. E. Williams, David Stewart, and A. B. Harrison, all of Baltimore, the race being open to Baltimoreans only. A good start was made, Evans leading and Williams, Harrison, Stewart, and Foster in that order; but at the end of the third mile Foster had left his position in the rear, and passed the others, leading Evans a hundred yards and making the three miles in 9m. 15s., the other three being nearly a quarter-mile behind. Foster continued to gain, Evans only making a show to lessen his lead by some fine spurring in the seventh mile. Here Harrison also got thrown, breaking his handle bar and withdrawing

from the race. Foster finished and won the race in 36m. 36s.; Evans second in 37m., and Williams third in 38m. 10s., with Stewart little more than half a length behind his front wheel. The two last made an interesting struggle for third place in the last two miles, frequently alternating leads. The officers were: S. H. Shriver, B. H. Haman, T. J. Shryock, judges; Clymer White, clerk of the course; W. C. Scribner, T. H. Evans, timers; E. Snowdon, starter. The prizes, donated by Messrs. Foster & Co., were a pair of Æolus ball pedals and an automatic alarm for first and second, respectively; but Mr. Foster at the close of the race awarded them to the winners of second and third places.

Through the White Mountains on the Wheel. I.

IT will be my object in describing this tour to present the practical part of our experiences in a way to give the most help to any who may contemplate a similar tour in this region. The first consideration, the character of the roads, is unfortunately a thing difficult of description unless decidedly good or bad, and the White Mountain roads are of that medium kind most difficult of all to describe. Wheelmen rate roads differently according to their ability and haunts. These things should be taken into consideration when forming judgment from written descriptions. In gathering information for our tour, Portland summed up fair to good roads; Portsmouth, poor to fair; Boston, bad to poor, with occasional fair wheeling; and now Worcester, having thoroughly investigated for herself, will give her experiences and opinions.

To describe the men, perhaps it would only be necessary to say to most readers they were Worcesters; but lest this should lower the character of the roads, I will be more specific and try to be modest. There were three of us: one of six months' experience (but equal to most riders of two years), a strong, daring rider, on a 50-inch Standard Columbia; another of one and one half years' experience, on a 54-inch Special Columbia; and the third of three years, on a 54-inch Matchless: the two latter riders of moderate strength and rather cautious, preferring to walk sand holes and steep hills. All trained on Worcester roads.

The map used was Walling's special, scale two and a half miles to the inch; an excellent map, and as far as we observed, perfectly reliable. The profile lines given are especially valuable, as the general grade of any road can be accurately ascertained from them. The general character of these roads is remarkably uniform, and with the same care in construction which our country roads receive, would be much better for the wheel than the average Worcester County road. They are, however, made on the surface, cuts and fills being avoided as far as possible; hence, though

a road may neither rise nor fall in general, its surface will be undulating, and this with the softness of the soil is what gives the trouble, rather than long, steep hills. The tourist will be surprised to find so few of the latter in the midst of such tremendous hills: great hills everywhere but in the roads. The road bed is almost entirely a sandy loam; always inclining toward softness, frequently a little sandy, but rarely deep sand. In a few places it becomes gravelly and in others clayey, giving of course a harder surface. In the woods the dampness makes the surface better, in some places, making it muddy and heavy unless in a very dry season. The side paths are few; riding must be generally all over the road or in the ruts. The middle of the road will usually show ruts from one to three inches deep, and the machine will rarely make ruts less than one quarter inch deep. There is a constant pull required, the hard stretches which relieve so much on most of our roads being rarely met with. At the foot of hills sand beds are common, so that coasting is risky; and frequently short hills must be walked on account of the difficulty of obtaining a mount in these sandy beds. I do not remember a hill that would be severe work for a strong rider if it had a good surface, or a road that would present serious difficulties to a skilful one. Little hills, softness of surface, and occasional patches of sand are the bicyclist's troubles in the White Mountains.

We commenced our wheeling at Warren on the Boston, Concord and Montreal Railroad, having railed it to this point; our object in entering the mountains at this unusual place being to visit Moosilauke and to do a little exploring for the benefit of wheelmen generally. Our only knowledge of this region west of the Franconias was that obtained from the map, and reports of good roads in Easton, Landaff, and Lisbon, from a wheelman who had recently been in that region. Arriving at Warren early in the afternoon, we resolved to push on instead of spending the night here as intended.

Warren:—1. Good riding on side path. Level. No dismounts. 2, 3. Becomes soft. Slight hills. Occasional patches of sand. Two or three dismounts necessary. 4. Harder, a trifle sandy in places. Fair riding in ruts or at side. No dismounts necessary. 5. Like 2 and 3; perhaps a little better.

Warren Summit:—Arriving here we received a first lesson in map reading. This place looked as large on the map as the one we had left, but to our surprise it proved to consist of twelve or fifteen houses only, with not even an approximation to a hotel, of course. We were advised that one Harriman entertained wayfarers at the Summit, and after applying at most of the houses in town we found the right Harriman. Lest others should meet with the same difficulty, it may be well to state that J. M. Harriman is the one wanted, not his brother, uncle,

or other relative. A short distance from the house is a large brook in which we enjoyed a refreshing bath.

This road is a very pleasant one, winding round the side of Pine Hill for three miles with the abrupt hill on the left and a deep valley on the right, beyond which rise Mounts Carr, Kines, and Cushman, lesser summits of the southern Franconias. About three miles from Warren a turn in the road reveals the magnificent solitary peak of Moosilauke, the first real mountain seen approaching in this direction. The acquaintance once made is rapidly extended, Mt. Clough thrusting out its cold shoulder from Moosilauke, while Sugarloaf, Hogsback, and Blueberry Mountains rise up in the pathway, seeming to defy progress in that direction. Arriving at Warren Summit the tourist will find himself in a broad valley shut in on every side by mountains, affording pleasing views which are a fitting introduction to the more magnificent scenery beyond. The Boston, Concord and Montreal Railroad passing through this valley reaches its highest point, hence the name of the place. We spent the night at Farmer Harriman's, finding good accommodations and a well-filled board. Guests anxious to hear the family history, or to obtain any little information concerning the neighbors or neighborhood, will find that part of the entertainment gratis. The great object of interest in this locality, Moosilauke, may be ascended by the carriage road from Warren or by the path known as "Kendrick's short cut," from Warren Summit. The five miles of carriage road to the base of the mountain would probably be rideable, but the four miles of ascent must be made on foot. I would strongly advise wheelmen to ascend this and other mountains by the old paths rather than the carriage roads. Leaving Harriman's early in the morning, we went back towards Warren a short distance, taking the first left-hand turn, which is the Notch road to Benton. One and one quarter miles on, the mountain road branches off to the right by a schoolhouse; and here we found it necessary to abandon our machines, a barn near by offering convenient accommodations. The road thus far is harder than the other side of the Summit, with a gentle up grade which can be easily ridden without dismount. Pushing on afoot we found the road rising rapidly, soon becoming a mere cart-path over stony pastures, and finally nothing but a cow-path leading up to the dense forest above. Just before entering the forest a fine view of the broad valley with its surrounding mountains is obtained; and with this for inspiration we plunged into the woods, prepared for any amount of hard climbing. For another mile the path is wide and plain, having been cleared and bridged for a bridle-path; but beyond this in places, some care is necessary to follow it, though easily found at any time by a little searching. At the end of this bridle path commences

the real ascent of the mountain; rocks, fallen trees, and underbrush adding their obstructions to the increasing steepness of the path. The way is carpeted with the most luxuriant mosses, and frequent noisy brooks invite the tired climber to refresh himself. The last half-mile is very steep, seeming almost perpendicular; but just as one is about ready to give it up, the trees, which have been smaller and smaller for the last quarter-mile, become so thin that occasional glimpses of the grand view are obtained, and in a few minutes the climber will suddenly emerge from the scrub growth on to a little plateau of bare rocks, where he will pause spell-bound at the extent and magnificence of the view before him. A few rods farther up over bare rocks and he will stand on one of the two peaks of the mountain, while over towards the northeast rises the other and principal peak crowned with the hotel, an irregular ridge connecting the two, with the carriage road boldly winding up the crest of the ridge to the buildings. Reluctantly leaving the lesser summit, one descends the peak on the opposite side by a good path to the road, and a walk of a mile up the main peak will bring one to the hotel, 4,811 feet above the sea.

We were highly favored in having one of the clearest days of the season; every eminence, however distant, presenting a clear blue outline. All around and as far as the eye could reach was a billowy ocean of mountains rolling in countless waves, the nearest 1,000 feet below our airy perch. Away to the north over the receding hills of New Hampshire and Vermont could be seen the level plains of Canada, one hundred and fifty miles away, while on the west the whole Green Mountain range away down into Massachusetts stood like a wall bounding the vision in that direction. Peeping over the top of this wall could be plainly seen Mount Marcy of the Adirondacks, and to the south Mount Monadnock and Wachusett were discovered. Lake Winnepesaukee glittered like a gem in the southeastern horizon; farther to the east the sharp peak of Chocorua pierced the sky; and over countless intervening heights, Kearsarge reared its symmetrical cone. Bounding the vision on the east and northeast, the presidential range lifted its majestic summits, Monroe, Washington, Clay, Jefferson, and Adams standing in bold relief against the eastern sky,—a magnificent panorama stretching from horizon to horizon, not excelled by even that from Mt. Washington. One realizes his height on this mountain as on no other. The slopes fall away almost from one's feet in sheer descents of 1,000 to 1,500 feet; indeed, so sharp is the peak and so abrupt the descents that the tourist will feel some insecurity while moving about the summit.

FOUR of the Roxbury Club made the proposed run to Gloucester the 17th.

How It Stands, II.

SINCE completing the first article on this subject, the testimony for the defendants in Pope Manufacturing Company *v.* McKee & Harrington has been taken, and shows a remarkable "state of the art" as regards bicycles. The statements of the experts who have made the search, if sustained by the court, will throw open the manufacture of the bicycle to the public; and it seems almost impossible to anticipate any other result. Without quoting any technical terms, the substance of the search has revealed what has long been asserted by those acquainted with the patents in question; viz., a very weak condition of affairs, and a series of patents of little or no value. The Reynolds patent, which has expired by limitation,—in other words, is now public property,—is claimed to have covered what was important in a bicycle, and that on which any suit could have been brought against riders. Any threat from manufacturers to prosecute for the use of the reversed crank or the *rigid* seat on the perch would seem now to be of no avail, as the patent has expired. Among the witnesses in the case referred to, there are a number of mechanics and others who gave evidence of having seen, in the fall of 1863, a French acrobat, Mons. Verrecke, riding upon the stage of the Bowery Theatre in New York, and of the Continental Theatre in Philadelphia, a two-wheeled velocipede, propelled by the feet of the rider, applied to treadles connected with oppositely projecting cranks attached to the axle of the forward wheel. In the use of this bicycle at the theatre one of the cranks was broken, and the machine was sent to the shop of a carriage maker to be repaired. While there the workmen examined it out of curiosity, and now establish the fact of a machine being used prior to the patents named. This one mention of the use of a bicycle before the application of Reynolds is a convincing fact to most minds that the idea is old, and that the "state of the art" at that time (1865) was too far advanced to even give a strong patent. Two-wheeled velocipedes were known and used for more than a quarter of a century before the application for the patent.

The suit which is now pending has been brought on the reissued patent of P. Lallement. The original patent to this gentleman was essentially on the old and well-known two-wheeled velocipede with his new treadles, which many old riders will remember as having a ball weight attached to them to keep them upright. The means of connecting these treadles to the velocipede were the opposite projecting cranks. Such cranks had already (1866) been fully claimed. Lallement did not even mention them in his original patent, but put them in his reissue. As the Reynolds patent covered these points, and has now expired, it is hard to make the opposite cranks anything but public property. If one was to search for the present status of the bicycle, he would probably find only patents

on improved parts of a machine; but it is believed and even asserted by experts in patent law that a practical bicycle can now be made without infringing any patents. The suit now pending will settle the question of the patent on the machine as a whole, and particularly the opposite-crank motion. It would be well to consider the Hanlon patent, which was on the adjustable or slotted crank and the adjustable saddle; but a bicycle can be made with both these if *fixed*. The Philadelphia carriage maker who repaired the French machine referred to was Mr. Wm. Quinn. Several of the workmen in his employ testify also to having seen the bicycle. In the examination of Lallement in relation to this suit, he testified that after completing his machine, on which he took out a patent, he "took it on the boulevard, and all the people saw it; some did say they had seen some like that before mine."

A notice of Mons. Verrecke's riding a velocipede will be found in the New York *Clipper* of 7 November, 5 December, 1863, and 3 December, 1864. In one of these issues, the paper mentions as follows: "Verrecke, the latest sensation, is still the feature at the Continental, Philadelphia. It is advertised that he will appear at noon in the day in the public squares of the city on his sensation conveyance, travelling at the rate of fifteen miles an hour. What is it?" This will show that the machine which Quinn repaired was spoken of in New York papers. In the event of the success of McKee *et al.* to dissolve the injunction placed on them at the instance of the Pope Manufacturing Company, the demonstration of the weakness of the American patents will be complete. With such a result, wheel riders may look for a healthy competition in the trade, and much lower prices.

The American manufacturer can now, and would with such a termination, sell at a lower price than the English machine could be imported for, but the riders will benefit positively if the injunction is dissolved. The ultimate result will be awaited with interest.

Along the Potomac. I.

Editor Bicycling World:—It was on the morning of 23 October, 1881, that I reached the famous river at Williamsport, Md., though I took train from New York just a week before that, and stopped in Philadelphia for an afternoon's indulgence in a twenty-three mile exploration of the roads of Fairmount Park. The next forenoon, 17 October, I made the acquaintance of Druid Hill Park, Baltimore, to the extent of fifteen miles, and then embarked on steamer for a three-days' patriotic pilgrimage to Yorktown. Forewarned of the deep sands characteristic of that region, I left my wheel behind, and on the 21st took it by train to Frederick, Md., whence on the 22d I rode to Hagerstown, over the route described by "C. W." in *WORLD* of 29 July last. The distance registered was

26½ miles, and before starting I rode six miles in the environs of Frederick, in company with the editor of one of the local journals; his hated rival, who edits the opposition journal, being also a wheelman.

I will not try to improve upon the "Notes from the Blue Ridge," supplied to the *WORLD* by "C. W." aforesaid, as satisfactorily telling what I myself learned by that pleasant day's jaunt along the Old National Pike, across two mountain ranges. His record of distances, being made from memory, did not coincide entirely with that of my cyclometer; but the "notes," as a whole, are an entirely proper guide for the tourist. He said, "I recommend the Baldwin House as the best hotel in Maryland at which I have stopped"; and I most heartily support the recommendation, though "Bucephale," in *WORLD* of 25 November, spoke superlatively for a rival establishment. New, clean, and good hotels in the South are so extremely scarce that I think it only fair to make a special point in favor of this one, which is unequivocally "the best," not only in Hagerstown, but in all that region. It is incomparably more clean and comfortable than two at least of the high-priced hotels in Baltimore whereof I have knowledge; and its charge of \$1.00 for supper and lodging was certainly as low as I ever expect to find in the "lowest" hotel that I may be forced to take shelter in. The City Hotel, in Frederick, in every way inferior, charged \$2.00 for supper, lodging, and breakfast, which was an advance on the price recorded by "C. W." a few months before. Two headers, taken in quick succession, made memorable that ride to Hagerstown, — one caused by a stone on a down grade, and the other by slipping the pedal while pushing up-hill, — for those were the only falls in my entire tour of two hundred and forty miles.

The next morning I reached the Taylor House in Williamsport at 7.30, after a ride of three quarters of an hour, demanding only one dismount on account of road repairs. My register of the distance was five and one half miles, though "C. W." calls it seven, which perhaps was nearer the truth. Delaying an hour for breakfast, I mounted upon the towpath of the Chesapeake and Ohio Canal, and proceeded westward, reaching Hancock, the first town, twenty-five miles on, soon after twelve. Here I entered the Light House, as being the least squalid looking of several shabby little taverns, and really dined quite sumptuously there; although I presume that on any other day than Sunday I should not have fared as well, either in respect to food or clean table service or neatly dressed table companions. Seven miles from Williamsport was the "slackwater" of more than half a mile, where the towpath was so rocky as to make even walking rather difficult; and three miles beyond some more walking had to be resorted to on account of a "block" of canal boats. The rarity of moving boats, however, was

of course a great advantage; and with the two exceptions named, I rode straight along to Hancock, — this being my first really satisfactory experience of tow-path wheeling.

"C. W.'s" knowledge of the path ended at Hancock, but he expressed a belief that it would continue equally good to the end at Cumberland, some sixty miles beyond. He cautioned me, however, about the difficulty of getting anything to eat, as the whole region is very thinly inhabited, with no public house of any sort between the two points named. I remembered his caution when I started on at 2 P. M., but I did not realize the force of it; for I was fortified by a good dinner, and by the information that at a point about half-way to Cumberland there was a privately owned "brick house" (most of the habitations of that region are log-and-mud cabins), where I could count on "getting handsomely taken care of for the night." The path, for the most part, continued smooth and hard, and at 5.30 P. M., when dusk was closing in, I reached the designated point, fifty-four miles from Hagerstown. The only hindrance of the afternoon was a long procession of boats that had been "blocked" by the low water. The "brick house" of my hopes was a forlorn little abode, terrible to look upon; but "there I was," in the gathering gloom of the desert. I had no option but to seek shelter for the night; and this, after some demur, was granted me. I slept soundly the sleep of the just, after assuming, by way of night-dress, my extra drawers, as well as shirt. This was a lucky precaution, for it kept the bed-bugs from feeding upon me much above my ankles and elbows. Consequently, in the morning, I counted only one hundred and twenty-five bites upon my arms and feet. If the interesting insects had had a fair show that night at my entire anatomy, they would have doubtless made so picturesque a fresco of it as to cause "Capt. Costentenus, the tattooed Greek," to turn pale with envy.

The towpath was unridable that morning because of a hard rain during the night, and the drops were drizzling down dismally as I munched my indescribable "breakfast" (the counterpart of my unspeakable "supper" of the night before), and fared for the nearest lock-house, thankful that I had escaped with my life, but doubting whether I had best retrace my course or continue towards Cumberland. At 11.30 A. M. a canal boat bound in that direction gave me a chance to decide by jumping upon its deck. I stayed there four hours, during which there was a progress of eight miles; the last mile being through a tunnel, which is impassable except on a boat, or just in the rear of the team that draws a boat. Then at 3.30 P. M., as the path seemed tolerably dry, I jumped ashore and made my first mount of the day, — knowing that darkness would stop my riding in less than three hours, and

that I could find no rest until I reached Cumberland, thirty miles away. The track was generally somewhat heavy on account of the rain, but there were some good stretches, and in the first hour and ten minutes I covered nine miles. At 6.15 P. M. the darkness decided me to risk my neck no farther, and I jumped down at the post labelled "C. 12½m.," with sixteen miles to my credit. An hour later I stopped a few minutes at the "nine-mile lock" for a supper of crackers and milk, my "dinner" having consisted of a quart of canned peaches, which was the only eatable thing I could buy at the lock-house just before entering the tunnel. Some flinty apples and mildewed "candy" formed the rest of my diet for that dreary day. Practically, I had eaten nothing substantial since noon of the previous day at Hancock, and the vast and inextinguishable itching of the bed-bug bites added to my serenity, as at half past seven o'clock I plunged into the pitchy darkness which shut me off from Cumberland. The "nine-mile level" ending there formed the longest nine miles known to my somewhat extended experience. Save for a lone canal-boat that I passed about the middle of the tramp, I saw not a thing, I heard not a thing suggestive of human life. The silence was as profound as the darkness. Not a noise, not a light, for the whole nine miles. Through the fog I could trace the course of the path for only a few rods ahead of me, and it really seemed as if no end would ever come to it. Lacking matches, I could not even console myself by examining watch and cyclometer. At times I had to toil laboriously through the mud. At one place I had to guide my wheel over the narrow plank of a "waste-way" which I could hardly see. But the general monotony of my progress was most oppressive. I lost all definite consciousness of time and space. The end came at last, however, when I trundled my wheel into the Queen City Hotel, at 10.30 P. M., and plunged into one of its bath-tubs. Too weary, after my long fast, to care for any food, I sent my wet and spattered garments to the drying room, and betook myself to bed, thankful that the comforts of civilization were once more within my grasp.

KOL KRON.

THE members of the Chelsea Bicycle Club scattered on the 17th, a portion going to Gloucester, and others on westerly and southerly suburban runs. We put ourself and bicycle on the train for Worcester, where we were the happy guest of Ex-President Blacker, of the *Æolus* Bicycle Club, a large number of whose members with several of the Worcesters contributed further to our pleasure by participating in enjoyable runs Saturday evening and Sunday morning, — the latter being to the Aerie House at Lake Quinsigamond for breakfast, after which several of us took a steamer trip around the lake, while the bulk of the party continued the run to Uxbridge.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *Bicycling World*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *Bicycling World* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *World*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *Bicycling World*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HANDBOOK," containing list of members, directors, consults, etc., can be obtained from the *Bicycling World*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

UNATTACHED.—Henry S. Wood, No. 3,205 Baring street, Philadelphia, Pa.

NASHUA WHEEL CLUB.—Will A. Tracy, Harry W. Ramsdell, Henry E. Marsh, Frank A. Mc Master, Francis C. Slason, Edward F. Chandler, George W. Hendrick, James B. Harris, and Will H. Walker, — all of Nashua, N. H.

To L. A. W. Members.

SINCE quite a number of unattached members of the L. A. W. have sent to this office the amount of their dues for 1882, even before receiving circulars calling for same, which will very soon be in the hands of every League member, we feel called upon to make this general acknowledgment of receipts, and to promise you that soon the cards of membership for 1882 will be issued, and they will immediately be sent out upon their receipt at this office. Thanking those who have so promptly remitted, and craving their forbearance in the delay that necessarily arises in this unavoidable change of officers, we remain, yours fraternally,

W. V. GILMAN, Treasurer L. A. W.
NASHUA, N. H., 10 June, 1882.

CORRENTE CALAMO

PRINCE has sold his 55-inch Royal Mail racer.

KOL KRON has been doing the Jumbo Cave of Kentucky per wheel.

MR. J. M. FAIRFIELD of Chicago was in Boston last week, on business.

THE circus posters announce the coming of Albion with his eight foot wheel.

A COLLECTOR for the Harlem (N. Y.) Gas Company makes his rounds on a tricycle.

APPLICATION has been made for the appointment of "Cobb's Tavern" as League hotel for Canton.

PRINCE is announced for the races at the June meeting of the Fairfield County fair at Norwalk, 28 and 29 June.

CHAMBERS' JOURNAL complacently looks forward to the successful practical application of electricity as a motor for tricycles.

THE slipshod method of managing the Casino races has been the subject of much unfavorable criticism from both competitors and spectators.

PROF. BROWN of the Boston University has graduated from the riding school, and is now a full-fledged road bicyclist and as good a rider as an efficient instructor.

W. D. WILMOT, of the Massachusetts Bicycle Club, may often be seen speeding on the track at the Casino, and will no doubt be heard from in some of the coming events.

"METEOR" has retired from the editorship of the South Boston *Inquirer's* wheel column; but he is as active as ever in promoting the interests of the Bay State Wheel Club.

LAWRENCE, MASS., has a lively and flourishing bicycle club, and her wide-awake namesake out in Kansas is also collecting a large nucleus of wheels for early organization.

EX-VICE-PRESIDENT FAIRFIELD was in town a few days ago on his way to England on business. The demand for foreign machines is such that increased facilities are needed.

WE have seen it reported that the grade of Corey Hill has been conquered by a tricyclist. As no bicyclist has a record of this feat, is the tricycle the best hill climber, after all?

AND now the mile-record man, Ahl, of the Massachusetts Club, has a new Yale racer. Corey, of the same club, who sold his in the early spring, has also got another, of the same pattern.

PARTICULAR attention is called to the new rule relating to amateurs, which prevents manufacturers and dealers in bicycles from personally teaching the art of riding to effect the sale of a machine.

MR. GENSLINGER, a New Orleans wheelman, has the honor of first riding a bicycle through the streets of Laredo, Texas, where he created a genuine and admiring sensation among the natives.

SECRETARY GEORGE J. HOBE, of the San Francisco Bicycle Club, has sent us a copy, handsomely printed, of the 1882 edition of the rules and regulations of that club, together with a full list of members.

WE have a tricycle, and hope soon to be able to tell you what we know about it. We say "we," both editorially and literally; for the machine is convertible, and when desired we can either double up or "go it alone."

THE Wolverhampton handicap was won by James, on a 56 Royal Mail (weighing 26½ pounds), which seems to be the coming wheel for racing, and is certainly well fitted to occupy a premier position on the track.

BEFORE any more legitimate amateur records can be made on the Institute Fair track, it will have to be officially measured, as since the pole has been shifted for the accommodation of the horse track, much doubt has been expressed as to its correctness.

THE makers of the Victor tricycle (Overman's) have sent us a photograph of the machine, which certainly looks graceful in print, and we are anxious to see the trike itself, as they promise we shall very soon. An unlooked-for accident prevented its participation in the League parade.

FRANK W. GOODWIN and W. C. STEWART, of the Star Bicycle Club of Lynn, wheeled from that city to Worcester and return last Saturday, the 17th inst. Their cyclometers registered fifty-five miles each way, or one hundred and ten miles the round trip,—which is about right. A good day's work.

J. ANTONY LOCKE, president of the Leamington (Eng.) Bicycle Club, who has been travelling in America, and is about to return home, was in Boston last week, stopping at the Hotel Vendome. He visited the Boston Club headquarters, and on Wednesday dined with F. W. Weston at his home at Savin Hill, Dorchester.

WHILE a bicyclist was riding in Salem last Saturday, he was attacked by a bulldog, who ran alongside his wheel and endeavored to seize his foot. Meanwhile a carriage approached from the opposite direction, and striking the dog knocked him into the wheel, upsetting the rider and severely injuring him and breaking the machine.

WE understand that the Metropolitan Publishing Company of New York are about starting a new illustrated weekly devoted to cycling. As it has certainly the moral support of, and its agents are introduced and recommended by, a leading American bicycle manufacturer, we look forward to some healthy competition in the field of bicycling journalism.

THE Washington *Oarsman's* bicycling department this week devotes a third of a column to some excellent advice to riders in that city about care in riding, to avoid unnecessary collisions with horse vehicles and each other. So far no accidents have occurred with the former, but with the large increase of new riders this season the possibility of it has increased.

THE "Handy Hook," made by the Overman Wheel Company of Hartford, Conn., is just the thing to fasten the trousers at the bottom when one is in haste and cannot stop to put on knee-breeches or leggings. With it one can take a reef in his pantaloons and save the wear and tear which must ensue when he is not provided with the hook. Send them twelve cents and get a pair.

THE fast men of the Massachusetts Club ought to challenge the Wellesley

College girls to a race; gallantly allowing them of course liberal handicaps. We see by the Boston *Courier* that, laying social trammels aside, they are largely indulging in bicycling. This information will doubtless tempt "Papa," and Dean and Fourdrinier, of the Bostons, to many ante-breakfast runs in that direction.

THE bicycle paragrapher of the Boston *Courier* should look over the columns of the BICYCLING WORLD before he talks about the latter's attacks on any particular manufacturing company. We had fancied that whatever attacks are being made by any one simply puts us in an attitude of defence. Such gratuitous insinuations as the *Courier* man is fresh enough to repeat in type look something like attacks on us.

THE Bicycle Gossiper of the Louisville *Argus* must know that our 2 June account of the League parade was compiled during our absence at the Meet, from a newspaper's telegraphic despatch, by our "green hand," who neglected to credit the journal from which he gained his misinformation. However, we are not going to take back such a trifle at this late day. The Kentucky boys looked first-rate, and what more do they want?

BICYCLING matters in Baltimore are especially lively just now, what with the professional events at the Monumental Summer Garden and the amateur races at Druid Hill this week; and now the Maryland Club announces a great fifty-mile road race at the latter place 8 July, for a gold medal and the championship. The Park road is a dead level, one mile and a half lap, sixty feet wide, hard gravel bed, and has a half-mile straight-away home-stretch.

THE League of Ohio Wheelmen has issued a circular address to the wheelmen of that State, accompanying which is the draft of a new constitution to be submitted at the annual meeting, 28 and 29 August next. The instrument is well and carefully drawn, and will probably be adopted without change, and under it we can see no reason why the organization should not be beneficial to the cause of bicycling as well as the promoter of an enjoyable State gathering each year.

WE have received a supply of the Tricyclist's Indispensable Handbook, edited by Henry Sturmey, and are ready to fill orders from individuals or the trade. See advertisement. The Bicyclist's Indispensable is promised for early in July, and we shall fill all orders in the order of their reception. The book is much enlarged this year, and the price will be fifty cents, with eight cents additional for postage if sent by mail. Send in your orders if you wish an early copy.

AMATEURS must remember that under the new League rules they are barred out of all races not under the auspices of the League or the National Athletic Association, or with their express permission

through the proper representatives of these bodies. Races at the Casino, agricultural fairs, picnics, and the like, cannot be participated in without such permission, under forfeiture of amateurship forever; and since these rules are officially published, ignorance of them will not be admitted in extenuation.

THE bicyclers of Dayton, Ohio, have hitherto enjoyed the privileges of roads and drives about the National Soldiers' Home at that place, and as they are remarkably fine roads, the wheelmen have appreciated them immensely, and have done their best to deserve the favor; but latterly, somehow, they have got themselves disliked by the governor of the institution, and he has peremptorily ordered them from the grounds henceforth, Messrs. Whitside and Mott being the immediate victims and examples.

L. A. W. TREASURER W. V. GILMAN was warmly welcomed home from Chicago, with all his "blushing honors thick upon him," by his friends and comrades of the Nashua Wheel Club. They received him at the station and escorted him to the Laton House, where they had prepared a banquet, and had invited a few other friends to participate in the reception, and whose congratulations he received with becoming and characteristic modesty, and in return gave a brief account of his trip and the Meet at Chicago.

ONE evening recently, while two members of the Chelsea Bicycle Club were riding on Salem street, in Malden, they were met by a man driving in a buggy and accompanied by a female. He drove quite close to the wheelmen, who naturally turned out, which he showed no disposition to do; but just as he was passing the rear bicyclist, Mr. Joseph F. J. M. Brown, he bent forward and gave the latter a sharp cut with his whip, dismounting him from his machine. Mr. Brown at once remounted and made after the scoundrel, who perceiving himself pursued, lashed his horse to a run, but was being rapidly overtaken by the wheelman, when he suddenly turned into a dark and rough by-path where the pursuer would find it hard and dangerous to follow him, and so escaped, — "more's the pity."

WESTERN clubs make a great cackling when they manage to develop a rider who can straddle a 60-inch wheel. Conkling, the tall and handsome luff of the Chicago Club, was waved proudly in the western blizzards all last season, because a cipher followed the six in his number; but the Milwaukeees put one of the *Sentinel* staff on the stretcher nightly for twenty-seven days, until he tied Conkling. Then jealous St. Louis got real mad and stuck one of her fellows in a second season's cornfield up to his armpits, spread a cartload of fertilizer around him, and then prayed for rain. As a consequence, he won't be satisfied with anything short of a 62-inch wheel. That beats the Atlantic States, where 60-inchers are so common as to occasion

no comment, and the average man here rides a fifty-eight, anyhow.

Wake Up!

AFTER two years of trial, the League has changed its original constitution somewhat; and also some of its by-laws. It is supposed now to be on a working basis (or will be after the election of State officers in September). Each State will have its chief consul and representatives, and can go ahead and perform the work so long laid out for it. There is one thing to remember, however: a good constitution will not appoint worthy consuls, it will not select good, comfortable hotels, it will not map and describe routes, entertain touring members, extend membership, encourage touring or racing, nor make the next Annual Meet a success. Such work is not for it. The by-laws say how all these things shall be done, but upon the officers and members rests the responsibility of carrying out the important details. Let us hear from our worthy president; let him wake up to the situation and see that the executive officers and the committees are at work. That is the principal part of his duties. He is responsible for their work, for they are obliged to report to him and consult with him if necessary. Let every member of the League who has not consuls and League hotels in his neighborhood commence to kick about it to the nearest officer; and if he does not get immediate satisfaction, let him apply to the board of officers, or to the chief executive officer, — the president. We shall then soon find out who are the workers and who are not. If any officer does not properly attend to his duties, he can be granted a vacation for a year or two.

Let us not only have a League, but a working, strong, substantial League, — something that will be a benefit to every wheelman who wishes to avail himself of its advantages; a League that will carry weight and respect with it; a League that will protect and command respect for its members. Let those officers be selected who can not only plan, but execute plans for its perpetuation. In other words, let us *wake up*, and when thoroughly aroused look around and stir up our next-door neighbor, and at the end of the year we certainly cannot be blamed if anything goes amiss, or if the League fails of its objects.

BOOKS AND PAGES

OUR LITTLE ONES for June reached us late, and the children had been impatiently asking for it; but as with other favorite luxuries long waited for, they enjoyed it all the more when it did come. The frontispiece, reprinting the monkeys at the menagerie asking Fred to "go halves" on an orange he is eating, pleased them most at first; but they had the best laugh over the picture of the fox, wolf, porcupine, and bear playing at see-saw. Besides these, there are as usual many more charming pictures and child stories, some of the best of which are "The Little Girl's Complaint," "Jose, the Mexican," "Nellie's Ring," "The Sunflower and the Vine," "Pretty Polly Primrose," and "A Nice Orange." Unlike much of the current literature for very young children, the stories in *Our Little Ones* are instructive and simple without being silly, and are always entertaining. The Russell Publishing Company, Boston.

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TRICYCLING JOURNAL.—Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmev, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents; by mail, sixty-five cents. E. C. HODGES & CO.

CYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturmev. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

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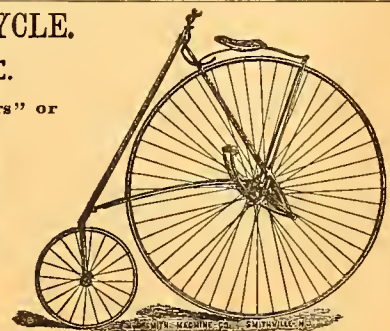
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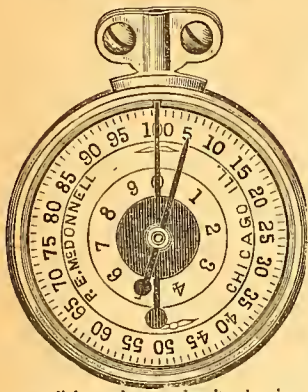
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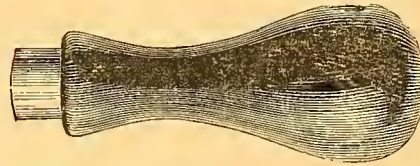
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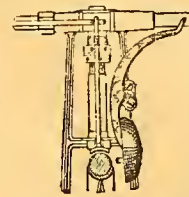
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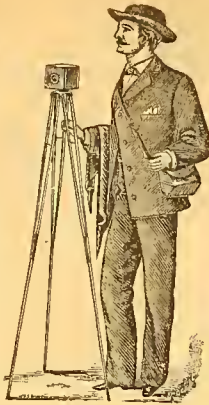
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WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—Twenty-five-inch "Xtra," in perfect condition. Address E. E. KATTELL, Binghamton, N. Y.

BICYCLE FOR SALE.—Fifty-inch Yale roadster, double ball, cradle spring, curved handles; been used two weeks. Price \$110. Address H. D. COREY, Box 5191, Boston, Mass.

FOR SALE.—Fifty-inch Standard ball-bearing Columbia, 1882 pattern, with Acme stand. But little used and in perfect order. Reason for selling, owner going West. Address HART, Box 508, Minneapolis, Minn.

FOR SALE.—A 56-inch Special Challenge, very easy running, and in excellent condition. Will be shown by H. P. ROBINSON, 95 Arch street.

FOR SALE.—A 54-in. full-nickle Expert, just out of the factory. Has not been run a mile. Address, EXPERT, Box 5200, Boston, Mass.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

F. J. F., Lynn, Mass.—There are no particular rules governing slow races.

JERU, Newmarket, Canada.—In handicapping for races, no allowance is made for difference in size of wheels or weight of rider.

F. P. S., Lexington, Ky.—"Cortis on Training," in press, and soon to be issued, will probably be the best authority for bicyclists. The best work at present is the "Handbook of Modern Training." See advertisement on another page.

H. L. B., Warsaw, N. Y.—By reference to articles on "How it Stands," printed in issues of the BICYCLING WORLD of 26 May and 23 June, you will find your query answered.

Reply to "Caution."

To MESSRS. E. C. HODGES & Co.,

Bicycling World, Boston:

Gentlemen,—By a mere accident the letter of "Caution" in your issue of 26 May has come under our notice, and we hasten to (accepting your challenge) explaining matters. First, we beg to thank you for giving us credit of selling so many machines in the States, and hitherto carrying on out business without reproach. You next say parties in Pennsylvania sent three drafts from as many persons for machines. This is wrong. The exact case is, that two drafts representing orders for three machines came from one person. He ordered lock-nutted spokes to the machines. In acknowledging receipt for cash, we pointed out that lock-nutted spokes were not now in vogue, and asking to substitute direct spokes. To this we received no answer direct, but a local man waited on us to know the reason machines were delayed. At the time he called, the writer (our principal, Wm. Ford), was in the workshop, and directly went into the office, looked up the counterfoil of receipt, and then turning to the order book, ascertained we were waiting instructions respecting the kind of spokes to be used. The representative met our proposal to substitute direct for lock-nutted spokes with a blank denial. Our course was then clear, and at considerable extra expense to ourselves we set to work and executed the order, which will undoubtedly have been delivered ere this. No countermand of the order was even hinted at, nor was the money paid asked to be returned. The general character of "private inquiry" agents is such as to make their opinions of business people quite worthless and scarcely "conclusive." Our growth in the bicycle trade, from a shop thirteen feet square to one of the largest in the trade, is sufficient proof of the "reliance" we have placed with us. To insure American wheelmen against falling

into a trap, we shall be only too pleased to receive their orders through the eminent firm of Messrs. Stoddard, Lovering & Co. of Boston. We hope the foregoing explanation is to your satisfaction; and whilst regretting that you thought you were in duty bound to the interests of the American bicyclists to publish the letter of "Caution," we hope that in justice to ourselves you will insert this. Yours respectfully,

WM. FORD & Co.

WOLVERHAMPTON, ENG., 12 June, 1882.

BOOKS AND PAGES

THE CENTURY for July has several especially noticeable papers beyond the usual excellence. One of these is by Geo. E. Waring, Jr., and is a condensed but comprehensive review of Dr. Stillman's recent and valuable work on the horse, under the title "The Horse in Motion." It gives nearly fifty cuts from instantaneous photographs of running horses, with pictures of other animals for comparison, the whole being a fascinating study. There is also a timely paper on "Emerson's Personality," by Emma Lazarns, and a frontispiece portrait of the great transcendentalist. Another illustrated article which will be widely read is Mr. Benjamin's "The Evolution of the American Yacht." Other embellished papers are the concluding article on "Bee-Pastures of California," and Lieut. Wood's "Among the Thinkers of Alaska." Carlyle's "Tour in Ireland" is completed; and "A Great Charity Reform," by Smalley, and Ernest Ingersoll's "A Colorado Cavern," conclude the more pretentious papers. For fiction, in addition to the two leading serials, Mrs. Schuyler B. Horton and Joaquin Miller contribute readable stories. The regular departments are as usual filled with timely and instructive articles, some of which are illustrated. No better number of the magazine has been issued.

ST. NICHOLAS for July is a vacation number ahead of time; although, as much of it is suitable for Fourth of July time, it will pass for a holiday number. It is full of spirited stories and sketches; and some of them, although instructive, are almost sensational in their interest. There is a capital one about a "Boy who lost the Fourth of July," another true one about "An Early American Rebellion," in 1676, and one describing one of the most famous and important sea fights in our history, when the brave old "Essex" was captured by the "Chernob" and "Phœbe" off Valparaiso. Then F. R. Stockton describes a coon-hunt, and John Lewes gives a fully illustrated account of swords; and together with many other entertaining stories and sketches, there is a capital description of amateur printing and journalism, besides the usual interesting special departments.

OUR LITTLE ONES for July is, as generally, valuable and charming for the excellence and variety of its pictures rather than for its reading matter, the latter being adapted, albeit most cleverly so, for very young children,—or as its sub-title indicates, "The Nursery." That it amply meets the needs of the little ones is not to be gainsaid, for the children never get tired of either the stories or the pictures. The particularly attractive pictures in this number are "London Town," "The Robin and the Boy," "The Ride on a Calf," "On Stilts," "The Careless Crow," and "Woolly, woolly Black Sheep," and the stories and verses to them fit them all very nicely. The Russell Publishing Company, Boston.

WESCOTT NORMAN, of the German-town Bicycle Club, accompanied by three unattached Philadelphia wheelmen, Harry S. Wood, H. Taylor Rogers, and Charles R. Hawley, rode from New York to Boston by bicycle last week. They left Harlem at half past three on Sunday, by way of New Rochelle, Port Chester, Stamford, South Norwalk, Bridgeport, New Haven, Cheshire, Meriden, Hartford, Windsor Locks, Springfield, and Framingham. Just before reaching Springfield, Mr. Hawley broke the rear fork of his machine; and learning that the roads from there until within thirty or forty miles of Boston were bad, they trained it to Framingham, whence they took to the wheel again and reached Boston Friday. They lost fourteen hours' riding on account of rain. They report the roads much better than they had been led to believe, and notwithstanding some minor drawbacks, enjoyed the trip greatly.

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

One year, in advance.....	\$2.00
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Three months ".....	.60

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Cunningham Co., Odd Fellows' Building, Boston.
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American News Co., 39 Chambers St., New York.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 77 State St., Chicago.
Fairfield & Taylor, cor. State & Van Buren, Chicago.
Richard Garvey, 407 Chestnut St., St. Louis.

WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 FENBERTON SQUARE, BOSTON, MASS.

BOSTON, 30 JUNE, 1882.

SIGN-BOARDS.

THE most enjoyable, and withal the most popular use of the bicycle or tri-cycle is to convey its rider from place to place with speed and pleasure. Trips or tours on the bicycle are most enjoyed when indulged in by two or three. Next to a pleasant companion, nothing enhances the pleasures of a tour so much as reliable guide-posts. They tend to increase the confidence of a rider traversing an unfamiliar road, and enliven and stimulate a tired and worn traveller. How many times we have dismounted from our machines to inquire the way, only to be misled and compelled to retrace our road! Every touring 'cyclist has no doubt had the same experience. The primary object of the League is to "encourage bicycling and facilitate touring." What would do this better, or be more in accord with its constitution and the wishes of

its members, than the placing of guide-boards of a distinctive character at cross-roads? Any work of this kind must of course be carried out slowly, as it would be somewhat expensive and would entail considerable labor on some of its members. The League can at least adopt some distinctive kind of sign-board of uniform color and size, to be obtained of the chief consuls at cost price. These boards would not only prove a boon to bicyclers, but would be an advantage to the general public, which could not but feel respect for an association of such practical utility. Besides the ordinary convenience of a sign-board, these League signs would show that the road had been ridden by wheelmen, and was probably in a reasonable state of repair. We trust the new State officers will, on assuming the duties of their office, stir themselves in these matters, which pertain so directly to the use of the bicycle, and endeavor to perfect affairs in their own States by instructing consuls to place them wherever practicable. The number of bicyclers is on the rapid increase, as is also that of those who tour from place to place on their wheels. These should be encouraged in every legitimate way by the League, whose duty it is to help all within its power. Many advantages can only be obtained by a good local club; but the broad, comprehensive, and practical benefits must be supplied by the L. A. W. This matter of sign-boards is important, and should not be slighted, as many equally important matters are.

WE have been informed that at a special meeting of the Massachusetts Bicycle Club, held Saturday last, seven members, three of whom at least were connected with the Pope Manufacturing Company, decided to oppose the election of E. C. Hodges as chief consul for Massachusetts. One member of the club voted against this stand, and two members refrained from voting. Our relations with Mr. Hodges make it an exceedingly delicate matter to say much pro or con, therefore we leave it entirely in the hands of the voters, believing that they will understand the why and wherefore and give their verdict impartially. Certainly, we trust that the interests of the League in this State are not to be allowed to suffer on account of personal differences between members of the Boston and Massachusetts clubs.

THE League should use every effort to reduce the intrinsic value of prizes for amateurs. In spite of all ridicule by many, we think Weston's pewter tankards

are extremely appropriate for prizes. They possess no intrinsic value, but should prove sufficient incentive to all amateurs who are amateurs in spirit.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB, JUNE: —
Friday, 30. Moonlight run from headquarters, at 8 P. M.

CINCINNATI WANDERERS BI. CLUB. — The Cincinnati Wanderers Bicycle Club was organized 9 June, 1882, and officered as follows: President, F. W. Scarborough; captain, John K. Scudder; secretary and treasurer, Julian V. Wright. The regular meetings are held on the last Friday evening of each month. The officers are elected annually, on the last Friday in January. There are at present eleven active members, and several more have signified a desire to join. The members, as required by constitution, have applied to the L. A. W. for membership. The uniform is dark-blue shirt and pants, black stockings, and white duck canvas helmet. All Cincinnati amateurs are cordially invited to join.

JULIAN V. WRIGHT,
Grandin Road,
E. Walnut Hills.

CINCINNATI, O., 19 June, 1882.

GRAND RAPIDS BI. CLUB. — At a meeting of the wheelmen of Grand Rapids, Mich., held 12 June, a club was formed with the following organization: President, W. Fred. Avery; captain, Frank H. Escott; sub-captain, William A. Gunn; secretary and treasurer, William H. Gay. The first club run was held 18 June, and was very enjoyable. We have eight members, but expect to double the number very soon. Regular weekly runs during the season.

VALLEY CITY.

BUFFALO BI. CLUB. — At a regular meeting of this club Wednesday evening, 14 June, a new constitution was adopted and two new officers elected, — a vice-president and corresponding secretary. The officers now are: President, F. F. Williams, 284 Main street, up stairs; vice-president, C. S. Butler; captain, John T. Gard, 319 Main street; secretary and treasurer, J. O. Munroe, director L. A. W.; corresponding secretary, Chas. K. Alley, corner Perry and Mississippi streets; a first and second lieutenant, and two buglers. We have fifty-nine active members. . . . A committee was also appointed to make arrangements for the annual tournament, to be held not later than the last week in September. . . . Vice-President Parsons, L. A. W., made us a call and tried some of our roads, Sunday, 11 June. We hope he will call upon us again soon. . . . The wheelmen in Buffalo desire to become acquainted with all 'cyclers possible, and

hope that when here they will call upon some of our officers as above, and we will endeavor to make it pleasant for them. The run of fifteen miles around our park is a very enjoyable trip. Mr. E. M. Bell, consul L. A. W., would be happy to give any information desired at room 48, White building....I respectfully invite correspondence with club secretaries or others interested in bicycling in this part of the State.

CHAS. K. ALLEY, *Cor. Sec.*

BUFFALO, 19 June, 1882.

WALTER M. JEWETT, of Cazenovia, N. Y., writes us that a club has been formed in that section, but he neglects to send its name and official organization. He cordially invites all bicyclers to call in passing, and assures them of a hearty welcome.

THE Hudson (Mass.) Bicycle Club will make an excursion to Great Barrington to-morrow, and return Tuesday, 4 July.

WILL some member of the Hamilton (Canada) Bicycle Club give us the organization and the secretary's address?

RACES

Coming Events.

1 July. New York. Games of American Athletic Club. Two-mile bicycle handicap. Secretary American Athletic Club, P. O. Box 2,930.

1 July. Philadelphia. One-mile scratch, two-mile handicap, two-mile handicap for those who never won a first prize, and five-mile handicap bicycle races at Belmont Driving Park. W. H. Brown, 3110 Market street.

1 July. Boston. Second races of the second and third series (one and two miles) of the Massachusetts Bicycle Club, Beacon Park, Saturday, 1 July, 4-30 P. M.

4 July. Utica, N. Y. Grand Central New York meet and races at Reynolds Park. W. J. Walters, secretary.

4 July. Springfield, Mass., Skating Rink. Grand bicycle tournament. C. K. Ferry, Secretary.

4 July. Brooklyn, N. Y. Williamsburg Athletic Club games. Three-mile bicycle handicap. G. R. Smith, secretary, Wythe avenue, Penn and Rutledge streets, Brooklyn, E. D.

4 July. Louisville, Ky. Race meeting of the Kentucky Bicycle Club. A. L. Pope, Secretary. medals. Slow race; one hundred yards; prizes, gold medal and cyclometer. A. L. Pope, secretary.

4 July. Boston. City races on the Common. Professional, two miles, three heats; three prizes, \$50, \$36, \$20. Amateur; two miles; two prizes, gold and silver medals. Amateur; one mile; three heats; two prizes, gold and silver medals. Amateur; two miles; two prizes, gold and silver medals. Amateur slow race; once around the track; prize, silver medal. Amateur tricycle race; one mile; two prizes, gold and silver medals. All entries free, personally or by letter at office of clerk of committees, City Hall, until 2 P. M., Saturday, 1 July. H. S. Kempton, chairman; J. T. Dyer, Wm. B. Everett, Charles P. Shillaber, F. B. Carpenter.

8 July. Baltimore, Md. Fifty-mile bicycle race for the road championship of the United States, Druid Hill Park Lake, Baltimore, 8 July, at 8 A. M. \$50 gold championship medal to first, gold medal to second, silver to third; entrance \$1.00. Entries and subscriptions close July 1, to B. Howard, Haman St., Baltimore, Md.

Foreign Racing.

AT the annual race meeting of the West Kent Bicycle Club, held 4 June at the Crystal Palace, Sydenham, H. L. Cortis, the English ex-amateur champion, again beat the mile record in an open mile handicap. There was a large number of entries, and the race was run in ten trial heats the first round, the first in each to compete in the second round. Cortis at

scratch won the sixth heat in the splendid and record-erasing time of 2m. 43½s. In the second round the first two in each heat were to compete in the final. Cortis was placed in the second heat, with C. D. Vesey at 110 yards; P. J. McKinlay, 100 yards; W. F. Fisher, 110 yards; and A. Hood at 95 yards. Vesey rode in good shape, and held his lead well to the end, winning the heat by 35 yards. Cortis, seeing the uselessness of trying to take up the handicap, withdrew. The final heat and race was won by Vesey in 2m. 43½s., less 110 yards. Vesey's first and second trial heats were won in 2m. 41½s. and 2m. 41s, respectively. On the following Wednesday evening, 7 June, at the races of his own club (the Wanderers), he again, in the final heat, lowered the record (his own), doing the mile in 2m. 41½s. This, and also his previous Saturday's performance, beat all records, amateur and professional. In the second heat of the 7 June race he kept on, after winning in 2m. 45½s., and essayed to beat the two-mile record (Keith-Falconer's) of 5m. 36½s, which, by reason of a high wind and some jockeying of Vesey's, who rode with him for a pace, he failed to accomplish, his time being 5m. 39½s.

MONDAY, 5 June, at Surbiton, C. D. Vesey, Surrey Bicycle Club, from scratch, won the five-mile handicap of his club in 15m. 53½s.

THE fifty-mile amateur road tricycle championship of Scotland, recently, near Edinburgh, was won by T. Lamb in 4h. 20m.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Springfield Wheels.

Editor Bicycling World:—We haven't kept silence all this time because our zeal is flagging, but because we have been so busy we have not found time to write you of what we are doing. It is better, you know, to wear out than to rust out.

Early in the season it was apparent that this was to be a year of work for our club. In February we commenced a club drill by eight members, and in April we gave a public "drill" at the skating rink. This was given under the skating-rink management. Our success in this was so apparent that we immediately made arrangements to give an evening's entertainment, to consist entirely of bicycling at the rink, during May.

The evening of 24 May brought as many people to the rink as could be seated with comfort. Our net profits amounted to about \$100. The evening passed off very pleasantly in every way; the audience was very appreciative, and sat patiently for over two hours until the

programme was completed. Hendee of our club is up with the times in trick riding. His one-wheel riding both with and without hands, always "takes." He rides a 56-wheel wheel.

4 July there will be bicycle races here on Hampden Park, for prizes valued at \$700. We have the matter in hand, and hope to see a good delegation of wheelmen present on that day. We will try to make it so pleasant for visiting wheelmen that they will want to come again. Our men are commencing to *outgrow* their wheels; the result is that all the new ones ordered are of larger sizes than those previously used. Our club runs this season have been very pleasant and very well attended.

SECRETARY.

SPRINGFIELD, MASS., 9 June, 1882.

Pedal Pusher's Pencillings.

LET me first of all place on record my conviction that the Essex County meet at Lawrence was a grand success. It certainly served to prove that when the Lawrence wheelmen have their feet on the pedals, the concern is bound to go. I sincerely hope, however, that the club was not forced into bankruptcy because of their hospitality to the visiting wheelmen. Few clubs, I should imagine, would be able or willing to follow the example of our Lawrence friends, and treat a round hundred of voracious wheelmen to a banquet nearly as elaborate as that set before the L. A. W. at the Boston meet last year....Lest it be supposed, from some foolish remarks of mine, that I have mistaken my vocation as a pusher of pedals, I will state that I *did* make the round trip from Salem a wheel; my cyclometer registering fifty-one miles for the day's run, which is not bad considering that for half the distance the roads were not sandpapered, to say the least. I am afraid the "lordly commander of the baggage-car" had his hands full that day; but then, it would have been a pity to expose those new uniforms and bright nickel-plate to aught but the æsthetic dust of the city.... It is just a month ago to-day that I placed a McDonnell cyclometer on my new 50-inch. I did this with some misgivings as to its accuracy; but during the two hundred and fifty odd miles it has run since then, they have been entirely dispelled. The instrument has successfully stood the test of comparison with some of last year's records taken with an Excelsior cyclometer, as well as with the milestones and guide-boards along the roads; and I have been unable to detect any appreciable discrepancy between the records for outward and homeward runs, where the same route was followed each time, though in more than one instance my day's trip footed up over fifty miles. Everything for wheelmen, from bicycles down to shoe strings, is held at such an exorbitant price that is quite excusable for us to fall into the way of thinking that anything good must necessarily be dear; but it does not follow that because

the above-named cyclometer, for instance, and a few, a very few, other articles do not afford a profit of two hundred per cent to their manufacturers, they should be regarded as worthless frauds.... A fair division of the representatives should be made, giving, say, five to Boston and vicinity, one to the extreme west, two to the central and two to the northeastern part of the State. P. P.

SALEM, 19 JUNE, 1882.

Amateur Racing.

Editor Bicycling World:—Do you not think it would be a good plan to publish in the L. A. W. column a list of the members who renew their dues? There are, no doubt, some who would like to know who the faithful are. The same system is adopted by the Bicycle Touring Club, and is, I think, one we could well afford to follow.

I should also like to ask if the League, by the inaction of the racing board, sanctions the numerous agricultural fair races now about to take place? I am a member of an amateur bicycle club of the League, and of a prominent athletic club which is at the head of the National Association of Amateur Athletes of America. The rules of the latter would disqualify me if I raced at a fair, but if I should enter from my bicycle club (members of the L. A. W.) I could probably ride without protest. The League cannot profess to be the "racing authority of the United States" until it does something to merit that title. I think it would be the proper thing for the racing board to notify the secretaries of the county fairs, etc., that they must have their races approved. I notice several events in your racing column, notably the Norwalk and Springfield races, in which tempting prizes are offered, but no mention is made of any sanction of the League or the N. A. A. A. I should like to hear your views on the matter, as I am sure it would interest others like myself who are at present awaiting the action of the League. and are

DOUBTFUL RACERS.

NEW YORK, 19 JUNE, 1882.

Scranton.

Editor Bi. World:—In commencing my letter I desire to express my appreciation and that of your readers here of the very graphic account of the proceedings at Chicago in the late issues of the WORLD, which is always looked for and read with so much interest by those who were unable to attend; it was indeed very satisfactory to have so complete a record of the event.... The first anniversary of our club organization was celebrated on the 20th inst. by a run, followed by a club drill at the driving park; after which a reception was tendered the club at the residence of our captain, George Sander-son, Jr., the entire membership with a single exception being present. This proved an event in our history which will be remembered with pleasure; for what

is more interesting to a club of enthusiastic wheelmen than such a reunion, with reminiscences of runs and adventures, and a talk upon an always interesting subject? Our club is in good shape and the membership constantly increasing; our drills will continue regularly, and we will give an entertainment early in the fall, for which preparations are already being made.... Mr. Burt Pressey of Hammonton, N. J., spent two days here this week exhibiting the American Star.... Our club has received an invitation to visit Elmira 4 July, to join the club there in a celebration.... A run to Crystal Lake and return, forty-five miles, is contemplated by a party from here on Sunday next. F. C. H.

SCRANTON, PA., 23 JUNE, 1882.

The Chicago Trouble.

Editor Bicycling World:—To those of us who were not present at Chicago, 30 May, your account of the good times were very acceptable. I have read with great interest the account of the adoption of the new constitution, and think that with one or two minor exceptions, or rather omissions, it is just what is required. Each State now has a certain control and responsibility over itself, which in a measure assures to each a League organization. I was somewhat surprised at the remarkable proceedings regarding the contested votes of the Crescent Club, of Boston. Our first news came through the daily press, which merely mentioned the controversy, with the fact that some unpleasantness was indulged in. Upon first sight it appears that as there were no members of the Crescent Club in the meeting, it could not be entitled to a representation; but upon looking up the rule, I find that impression removed, and can easily see how both the Boston and Crescent Clubs came to the conclusion under which they acted. It seems to me that before any one imputes a dishonorable motive to a club, he should have ascertained whether the action so taken was according to the constitution and by-laws. The rule certainly would allow such a representation according to its wording. The new constitution says that "clubs may elect by ballot a member of their club as delegate, etc. The old says, "clubs may elect by ballot a delegate, etc."

I am not much of a parliamentarian, but fail to see why, under the rule, the Crescent votes were not entitled to be thrown and counted. Allowing, however, that there is some doubt about the rule, would it not have been more manly in our genial vice-president to have merely asked that the meaning of the rule be defined by the committee on rules and regulations? That committee has the power by the rules to decide on "all matters relating to rules of the League or of the board, or for the direction of consuls and members." I have read the letters from both the Crescent and Boston Clubs, defining their position; and al-

though the meeting decided against the Crescent votes, that does not, in my mind, settle the matter. If the Boston Club threw forty Crescent votes, knowing that they were not entitled to do so, then there action was not honorable; but as the rule by no means prevented such action, the parties casting the dishonor on the clubs should either sustain their charge or explain matters.

The League should frown down all crooked practices, but should not by any means allow an imputation of dishonesty to be laid upon any club without investigating the matter thoroughly. The result of the election has no bearing on the matter. Many Western clubs voted against the Eastern candidate for the presidency on the suspicion of trickery cast on the Boston Club by Mr. Parsons, and in justice to them the matter should be ventilated.

FAIR PLAY.

NEW YORK, 22 JUNE, 1882.

Manchester and Nashua.

LAST Saturday, 17th, President Currier, Secretary Wilkins, Capt. Palmer, and Mr. W. H. Chase of the Manchester Bicycle Club visited Nashua by invitation of the Nashua Wheel Club, going from this city by rail. They were received by a delegation from the Nashua Club, headed by Capt. Gilman, and escorted to the Laton House, the League hotel. The evening was spent in wheeling about the city and in Mt. Pleasant Park, where a display of fireworks was given, a procession of wheelmen bearing lighted Roman candles being a brilliant feature. Next morning the marine bicycle was tested, and an early start made for Lowell, returning in time for dinner and the afternoon train for home. Yesterday the Nashua boys made their return visit, Messrs. March and Slason pulling up through the Merrimac valley sand, while Capt. and L. A. W. Treasurer W. V. Gilman and Secretary E. M. Gilman came by rail. In the evening a parade was made through our principal streets, which attracted much attention, calls being made upon and refreshments served by several prominent citizens. After the run, the wheelmen discussed a bountiful supper at the City Hotel, by invitation of Hon. G. B. Chandler, one of the home club's generous friends. The appearance of the combined clubs on these occasions was very creditable, and will much encourage bicycling in this vicinity. In fact, several machines have been ordered recently by new riders. SCRIBE.

MANCHESTER, N. H., 24 JUNE, 1882.

The Other Side.

Editor Bicycling World:—Upon my return home on Monday I had my first opportunity to read the WORLD's account of the League Meet, and your editorials of 9 June. My first impulse was to make no reply, but so many friends request it that I beg permission to make a brief statement. A controversy with an editor is usually a losing game, and beyond this

one explanation I do not intend to continue it. Would it not have been fairer to have let your editorial criticism accompany or follow the publication of the stenographic report, than to forestall it with your own view of the controversy? a view in which I think the careful reader of the report will see the errors. Inadvertently, no doubt, you have *entirely reversed* the whole matter.* There was no "indignation" felt by anybody until, first, the Boston Club had moved that the report of the committee on credentials should be considered final, and second, had by every parliamentary means in its power tried to prevent the reading of that report. Never was there a more innocent request than mine that the report be read. The earnest efforts made to suppress it aroused my suspicions, but I was surprised indeed at the result. Now for a few plain facts, in answer to your statement that the clubs "made no secret here of the arrangement." The Massachusetts and Crescent Clubs occupy headquarters jointly. Their members meet each other daily. I fail to find a member of my club who ever heard any *intimation* of such an arrangement. I occupied the special sleeping car with the delegates of the Boston Club from Boston to Chicago, and we talked over the rules and the proposed amendments very fully, this very rule 9 and its liability to misconception in particular, and not a *whisper* did I hear of any attempt to represent the Crescent Club. Now in all fairness, was it at all strange that after all this, *and* the opposition made to the reading of the report showing what clubs were represented, that I felt that an attempt had been made to carry the election in an underhanded way? It was *this* which made me "blush for the Boston Club"; it was *this* that I felt they "would be ashamed of as long as they lived." I cast no "stigma and reproach" upon the Crescent Club for desiring to be represented, or upon the members of the Boston Club for being willing to represent them; but I was amazed and indignant at what seemed to me an attempt to cast forty votes for the Crescents *without its being found out*. Of course the committee on credentials had no knowledge that the delegates named were not regular members of the Crescent Club.

Now, as to the "causes" assigned by you for the "unpleasantness," I beg to deny most emphatically that *my* share in it sprang from either of those you mention. No man has been more anxious to prevent any "ill feeling between the two leading clubs of Boston" than myself, and I could not and *would not* carry any quarrel of that kind into a national convention.

As to "cause second," pardon me if I

suggest that you "magnify your office" too much. For myself, I can say that my action would have been exactly the same, and I believe that the result of the meeting would have been the same, if there had been no "manufacturing firm" in existence. I trust and believe that the League of American Wheelmen cannot be "engineered" by any "manufacturing firm" or by any "publishing firm," and that it pays small heed to any quarrels between such.

Your intimation that the "proceedings were slightly irregular," and "might be proved invalid," seem to me unworthy even the advocate of a defeated candidate, and I have no doubt that you are ashamed of it by this time.*

One word upon another matter. Being upon a committee, I was not present when the rules were adopted, and not until within a day or two did I know that to the committee on rights and privileges were the ballots to be sent. *Had* I known it, I should not have accepted a position upon that committee, and I propose to resign from it. I was astonished to find myself named as the person to whom to send the ballots and beg members to mail them to the corresponding secretary instead, *or* to enclose *nothing but* the ballot in their envelope, so that I need not open them until the committee meet to count the vote, 10 July. Trusting that you will do me the justice of publishing this communication, I am yours truly,

ALBERT S. PARSONS.

CAMBRIDGEPORT, MASS., 24 JUNE.

The Proposed 1882 English Bicycle Tour.

Editor Bicycling World:—Although I have not ventured to advertise this tour, except in conversation with my friends. I am surprised to find that the fact of its being contemplated is quite extensively known; and I am in receipt of numerous letters, some from quite distant places, asking for particulars. This seems to indicate that the Freemasonry of the wheel disseminates information, even without the aid of your valuable medium; but as it only does so partially, I shall be glad if you will lend me a space in your columns for further particulars, as far as I am yet able to supply them. The main object of the tour (it carried out) is to have an attendance of American riders at the sixth annual meet of the Bicycle Touring Club at Harrogate, Yorkshire, on the first Monday in August next. The plan is for the party to sail from New York in company about the middle of July. On arriving at the other side, the railroad will be taken to

* Instead of being ashamed of it, we deliberately reassert it. We maintain that according to all parliamentary usage, the proceedings referred to were decidedly irregular. We also have reason to believe that the Massachusetts Club had no right to vote by delegates, under a strict interpretation of the intent and meaning of the rule which says "clubs whose *entire active membership* has joined the League"; and after the action of that club against the Boston Club, and during the intermission for supper, members of the latter club earnestly considered the advisability of raising this issue in retaliation, but were overruled by more temperate counsels. — EDITOR.

Bradford, Yorkshire, which is less than one day's easy road ride from Harrogate. The latter will be reached on the Saturday preceeding the meet.

The day following the meet the party will mount their wheels for a tour through a delightful country by way of Leeds, Sheffield, Mansfield, Leicester, etc., to the famous bicycling city of Coventry, arriving there about 20 August, and there ending the tour, leaving each member of the party at liberty to follow his inclination, either to tour elsewhere or to return home.

Although my business will not permit me to make my own plans definitely for at least another week, that is no reason why such a tour should not be taken by any present or prospective member of the B. T. C. who wishes to enjoy a wheel experience which it would be difficult to equal. The cost may be computed at, say \$150 for the return steamship ticket, \$10 for railroad travel, and \$5 00 per day for hotel bills while in England; and each rider should add to the foregoing, for "sundries," such extra sum as his habits, tastes, and means may dictate.

Should I find myself able to "get up" this party and tour, the only advantage which I could offer would be some diminution in the price for the steamship ticket, for which I have already partly arranged, on a basis to be governed by the number of riders who may accompany me. I cannot, this time, carry out a definite programme for a certain specified sum, as I did on the English tour of 1882; for not only is there insufficient time for the necessary arrangements, but even if there was time enough, there is too much work attending such a method, and I shall prefer not to lay myself open to such duties again until I can insure a party sufficiently large to admit of its employing some one to do the *work* of the tour, and leave me more time to partake of its enjoyments.

A word as to *wheels*. Riders should *not* take them from this side. Any importer will deliver machines in Bradford, on the arrival of the party, at *forty per cent* discount off the American list prices; so that it will be real economy for each to sell his present mount before starting, and to ride a brand-new machine when in England.

I have written as fully as I am able to at this date; and in conclusion let me say, I do hope that all our riders who contemplate an English tour will include in their programme the one I have just sketched, and will do it whether I am able to accompany them or not. To any true wheelman the privilege of participating in the Harrogate meet is alone worth the whole cost of the trip, and the hearty welcome which they will receive from the men of Bradford and of the north will infuse into each such new ideas of what constitutes the real fellowship of the wheel, that when they return hence the cause in this country cannot but be strengthened and benefited by their experiences.

* We have carefully reviewed the stenographer's report, and fail to perceive our editorial's inconsistency therewith. We do note many omissions, all through the report, of sayings and doings, which our memory and that of others recalls as occurring during the meeting. We believe our editorial version of the affair was correct, in both substance and sequence. — EDITOR.

If I find that I can get away for this tour, I will announce the fact in advertising columns of your first issue for July.

FRANK W. WESTON.

SAVIN HILL, BOSTON, 26 July, 1882.

The Casino Track.

Editor Bicycling World:—Seeing in your issue of 23 June a reference to the shifting of the pole of the bicycle track at the New England Institute Fair building, permit me to say:—

(1.) That the original bicycle track, as it existed before it was altered for horse racing, measured, on a line two feet from the curb, *exactly* five laps to the mile, and was laid out under my personal supervision by Mr. Luther Briggs, one of the oldest surveyors in Boston, whose certificate as to its exact measurement I now hold.

(2.) That the alteration for horse-racing purposes may be short or long, but by all appearances the track is now smaller than before.

(3.) That all records made before the horse racing on this track were certainly reliable as to distance.

FRANK W. WESTON,

B. Bi. C., etc.

SAVIN HILL, 26 June, 1882.

Chicago.

IT may be that the L. A. W. could have selected a city for the second Annual Meet that would have called forth a greater number of wheelmen and made a much more imposing parade; but we doubt if greater good could have been accomplished elsewhere than in Chicago. The League can credit itself with one great and good deed in that it has created an interest and respect for wheelmen in our city, and we might say throughout the surrounding country; for the West at large was represented. The attitude of our people toward the bicycle is now changed, and the patronizing tone has given way to one of inquiry, and the irritating jest to something like a respectful remark. Throughout the city it is one common assent that the parade was the most unique and beautiful of spectacles, to be classed among things refined and elegant. It was a revelation to our citizens to see so many elderly gentlemen in bicyclist's costume, and to this one feature alone we can attribute much good. Our paths are indeed pleasant now, for we have the kindly consideration of all, and go our way feeling that we are members of a recognized class. The most immediate good resulting from the Meet is the opening to the wheel of the West Side boulevard system and parks. Privilege was granted for their use during the stay of our guests only; but upon witnessing the kind of material of which the bicycling fraternity was constructed, as shown by the representatives of the L. A. W., the commissioners continued the privilege indefinitely. We think the Meet was a source of pleasure to our guests; and when, after all our

cities have had the honor to entertain the Annual Meet, it again becomes Chicago's turn to play the host, we trust the L. A. W. will meet the result of its generosity, and that the bread it cast upon the waters in its early years will return again in a grand demonstration of welcome worthy of the cause.

The Exposition building and hotel offices were a study for the lover of beautiful wheels. A painted bicycle was rare, almost every one being full-nickelled. It was a fair and square exposition of bicycles, and presented rare opportunity for selection. The East was equipped with Columbias, Harvards, and Yales, the West with Premiers. The most beautiful and rare machines of each make were present, and for classic elegance of outline the full-nickelled D. H. F. Premier took the palm. A painted D. H. F. looks quite ordinary, although the exquisite shape of the outline is still evident; but nickel the tubes of the fork and the full perch, and the effect is fine. One machine had the fork gold leafed, and the effect was quite pipe-organ-like. There is a charm in the outline of the Premier's backbone and little wheel which Westerners cannot resist. Two full nickelled Humbers from Omaha were superb, but the Expert's fork is more graceful. The Humber's broad flat neck is the handsomest, also the half-hollow rear fork; but the perch is too slender to appear in good proportion. Some could find an ideal in the graceful curve of the Royal Challenge's backbone and rear fork, as it follows the front wheel down until nearly even with the axle of the little wheel, when it curves out. In a large-sized machine the effect is fine. The fluted-forked Centaur gave itself badly away, being both ungainly and ill-fitted. The backbone had spread so the rear wheel was about six inches from the front. The fluted fork is in the same proportion as the D. H. F. and has the same outlines, with theoretically better principle; but where the D. H. F. looks airy and graceful, the Centaur is clumsy. The new Expert, ridden extensively by the Eastern members (thus showing that the market is better supplied there than here), is beautiful beyond doubt. Perhaps no fork is so elegantly rounded and rigid, and it is gloriously solid all over. America can now claim the birthplace of a machine on an equal footing with foreign makers.* It is strange the Harvards and Yales, in the hands of Eastern men, are so much better than those we have out West. It seemed so from the samples brought here. Perhaps it is because Eastern riders take greater pains to secure higher finished machines of that class. The Yale is capable of being a very elegant machine, in the larger sizes. This class of machine hitherto seen in the West have very ungraceful hollow rear forks; but the machine brought from Boston could easily be made an ideal one, its backbone having the section and

* The commander's full-nickelled Expert, with gold-plated spring, handle bar, and brake, was superb.

graceful proportion of an eel, with the peerless Humber rear half-hollow fork. The semi-tangent wheel looks a little confused; but if the spokes, flanges and axle were nickelled, the complex effect of the fine wire spokes, shooting off in irregular direction, *a la* suspension bridge, would be quite pleasing. The Yale's fork is next to the Expert's in beauty of outline, but the arch is neater, being groined instead of curved and shouldered. A few handsome Clubs were on hand, owned by riders whose ideal wheel they were; of complex springs that of the Club is neatest. Its oval section perch is not so shapely as that of the Yale or British Challenge. The old Standard still represents itself, a style of machine that has outlived its usefulness; for if one pays \$100 for it, he would rather tack on \$25 more and get a wheel where a little of beauty can be mingled with utility. The Special appears only to be criticised. A big back wheel and very short centre killed it. Of ball pedals, the Premier double ball was the favorite. The new pedal of the Challenge, in which the foot rests on six rubber bulbs, was much admired. If one desires a soft, yielding pedal, this should be his choice. Of cyclometers, the Ritchie rattles too much. The Excelsior, Livingston, and Thompson are too big. The diminutive McDonnell was much sought, principally on account of its convenient size. STENO.

President Bates at Chicago I.

Editor Bicycling World:—I boarded the train at Detroit for the Chicago Meet at 10.30 in the evening, and immediately retired to my berth in a sleeper for a good night's rest. The train was delayed and did not start till nearly midnight. Just as I was getting into a good snooze, I heard the well-known Boston "Rah! 'rah! 'rah!" accompanied by the sounding of bugles and divers other hair-raising noises, betokening the arrival of the Boston special car, with its load of happy wheelmen. But as I was tired out and very sleepy, and knew I should see the boys in the morning, I kept in my berth. The Boston party reminded the old settlers of Detroit, in the vicinity of the railroad station, of the early days when the howl of the wolf, the scream of the panther, and the yell of the wild Indian were familiar lullabies until past midnight, when exhausted nature could endure no more; and they subsided into the most unanimous silence I ever heard in my life. The next morning I rose with the lark (the railroad-train lark, of course), and proceeded to the wash-room. There I met a lank and tall rural rooster of the Indiana persuasion, who, after gazing at my bicycling costume, familiarly queried: "B'long to the circus, stranger?"

I frankly replied that I did. He asked where we were going to show; I said in Chicago.

"Got some of the animals on this 'ere train, I reckon?"

I said we had a few of the pet ones, who always travel with us.

"Knewed it," he observed, "heered 'em last night. Could tell the hyenas an' them trick mules any distance. Band bugler along, too. Mighty gosh! stranger, how them little trick mules does Bray! Seem to be pretty much all wind; beats the biggest jack in ole Wabash Valley."

Here we were interrupted by the entrance of the Boston party on their way to the dining-car for breakfast. Of course I greeted them heartily, and accompanied them to breakfast. I noticed that my Hoosier friend watched keenly each member of the party, and was evidently yearning to gather further valuable information. So, awhile after breakfast, I managed to slip away to the smoking-car, noticing that he followed me. Having lighted a cigar, I was prepared to impart any desired useful knowledge. After stating that he "allers was curious on circus chaps," my rural acquaintance said he concluded that he could "place most of 'em just by their looks. That feller they call the kernel, now; he's the ringmaster. Mighty fine-looking man. Circuses allers picks out handsome men for ringmasters; and allers calls 'em kernel." I assured him that Col. Pope was a genuine colonel. "Then there's the captain: he runs the menagerie; bosses the lions an' elephants an' sich; large, handsome, bold-lookin' chap; probably ain't afeard o' nothin'; familiar like with all kinds o' beasts. They allers call the menagerie boss 'captain.'" I admitted that Capt. Hodges did have familiar relations with our lions. Then my friend supposed we had more than one elephant. I said we had. He wanted to know the name of our biggest one. I said we had several big ones, pretty nearly of a size: name of one of the big ones was "Kol Kron." He asked me if that was n't an Arabian name. I said it was Hindoostanee, which impressed him seriously. He said he could "place that Western feller easy. He's most the image of the one what swallowed knives and things in the great European combination, last year." I acknowledged that Mr. Weston is considered by the company a prodigy in swallowing things. "But what do *you* do? Can't place *you* no how; most too old to tumble or ride." I meekly admitted that I was the clown, whose business it is to get off the jokes for the public. I saw at once that this raised me immensely in my rural friend's estimation. He remarked "By gosh!" several times, and then "allowed" that he was proud to make my acquaintance; he had "allers sort o' longed to know one of those fellers what gets up all the good jokes an' comic songs for the crowd." Here the whistle sounded; and my friend left the train, after bidding me a cordial adieu, and assuring me that if we ever show in the Wabash Valley we shall have a tentful, and no discount on that.

We found Chicago pervaded by bicycles. All the hotels were full of bicycles. The great Exposition Building was converted into a bicycle warehouse. The

waters of the lake heaved restlessly under a (to them) novel burden of marine bicycle. The great cloud of dust and smoke which always hangs over the city, and may be seen far out at sea and far away on the prairies, was higher than usual, — lifted, perhaps, by the stir created by bicycle riders in the streets, and the wind of bicycle talk on the street corners. It was a clear and sunny day, — a day of bicycle weather. But the business streets of Chicago, and all the streets in the central part of the city, are not bicycle streets. Chicago never will have good streets until the bicycle becomes one of her most popular conveyances. Her business streets, with execrable wooden pavements, are in about the worst condition of anything I ever rode over.

Of course I need say nothing of the bicycle parades and races. These are reported at length in *THE WORLD* and in the daily papers; I only desire to mention such experiences as do not appear in the usual reports. But I notice that all the papers have omitted to mention the visit of the bicyclers in procession to the rooms where the archives of the city of Chicago are kept. Upon the north wall of this room is elegantly framed and hung an affidavit, signed by many of the first citizens, stating that when Chicago was burned, the fire was so miraculously hot that it actually dried up the mud in the principal streets. While we were examining this precious document with breathless awe, and reflecting that if it were true, then the great fires of New York, Boston, Portland, and Baltimore were in comparison like the phantom and ineffectual flames of some pale dream, a St. Louis man irreverently remarked that he did n't believe it. St. Louis never believes anything bis of Chicago. I called his attention to the fact that the affidavit was solemnly sworn to. He flippantly replied that many of the first citizens of Chicago are always swearing. Of course he was immediately removed by the police, charged with blasphemy against things locally sacred.

Foreign Gleanings.

At the great Barnes general meet of tricyclists, 13 May, about five hundred riders were in line and made a creditable show. At the bicyclists' annual meet at Hampton, 20 May, over 2,300 wheelmen were in line, and everybody unites in describing it as one of the finest sights ever witnessed.

THE Cyclist says: "Some years ago it was considered a good bicycle ride to cover one hundred miles in the day on the road, but now it is becoming almost common for tricyclists to do it." A Mr. Letchford of the Finchley Tricycle Club covered one hundred and six miles in about seventeen hours, sixty-three miles of which was made in 7h. 40m. The time included over four hours' stops for meals and refreshments.

It is now seriously proposed, and a

call has been issued, to form in Great Britain a Cyclists' Battalion, whereby the bicycle and tricycle can be brought to perform important defensive service in case of foreign invasion or rebellion. The battalion or corps is to be suitably armed, and it is expected that the rapidity with which members can move from point to point would render such an arm of the service of great value in promptly informing the authorities of the roads, conveying despatches, and even participating in actual fight.

THE English royal family having indorsed cycling by purchasing bicycles and tricycles for its members, those who are apt to get elated over such distinguished patronage are, according to the *Cyclist*, again jubilant over the fact that "a whole royal family" have "gone in for tricycling, the Coventry Machinists Company having just completed and despatched five Cheylesmore tricycles to the court of Austria, one being for the Archduke Carl Ludwig, brother of the reigning emperor, the rest being for the emperor's own children, their Imperial Highnesses the Archdukes Otto, Ferdinand, and Wilhelm, and the Archduchess Maria Theresa."

ALFRED F. BIRD of the Speedwell Bicycle Club and B. T. C. Consul Thos. R. Marriott of Nottingham, the former on a bicycle and the latter on a tricycle, both machines Humbers, on the 3d inst. made the journey from Derby to Holyhead, one hundred and eighty miles, up many long and rough hills, too, some of them six or seven miles, in twenty-three and three quarters hours. This is the longest tricycle ride in one day on the road on record, and shows pretty conclusively the practicability of three-wheelers for long journeys. The time included four hours for stoppages. We also learn from our exchanges that both Reigate and Muswell Hills have been ridden without stops by a tricycleress in company with "Faed," on a "Cheylesmore" sociable, — the first time a lady has surmounted the "difficulty," and the first time a "sociable" has achieved the latter hill without stopping. We understand a "Meteor" sociable, also, has mounted another very difficult eminence, Brockley Hill.

ENGLISH papers announce that Cortis has beaten the mile record, making the distance 2m. 41 $\frac{1}{2}$ s. That's going, eh?

THE interesting account of a bicycle "Tour through Ireland," written for and published serially by us, is now being printed in the *Bicycling News* without credit.

THE Milwaukee Bicycle Club has issued its invitation circular for the annual four-days' run among the Wisconsin lakes, 1, 2, 3 and 4 July. They are working it up with their usual energy, and will make it fully as successful as that of last year. We wish we could attend, but alas! we cannot.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consultants, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

BUFFALO BI. CLUB.—Additional: W. S. Bull, 218, Linwood avenue; H. L. Drullard, 405 Franklin street; A. R. Georger, care German Bank, —all of Buffalo; and F. C. Fero, Lyndonville, Orleans County, N. Y.

BUCKEYE BI. CLUB.—Additional: T. T. Tress, L. B. Lindenberg, Dudley Fisher, Harry Miller, Joe C. Hull, F. E. Edwards, —all of Columbus, Ohio.

OMAHA BI. CLUB.—Additional: Clarence J. Canan and Gilbert M. Hitchcock, —both of Omaha, Neb.

SYRACUSE BI. CLUB.—Additional: C. W. Bardeen, Horace Bronson, D. Cadycere, Theodore K. Wilkinson, —all of Syracuse, N. Y.

MARYLAND BI. CLUB.—New: Edward A. Griffith, 247 West Baltimore street; Edwin F. Le Cato, 105 South street; Jos. D. Chesney, 130 West Baltimore street; J. D. Lord, Jr., and J. W. Lord, 205 North Carrollton avenue; E. H. Bennett, St. Paul street and Huntingdon avenue; O. H. Balderston, Civil Engineer's Office, City Hall; Chas. T. Stran, 16 Eastern avenue; E. F. Macy, 67 and 69 German street; Rufus K. Goodenow, 98 North Carey street; Arthur Harrison, 9 South Calvert street; E. P. Hayden, Drivers' and Mechanics' Bank; C. W. Lindsay, Jr., 20 North Paca street; J. H. Schone, Drivers' and Mechanics' Bank; J. Day Flack, 433 Madison avenue; Thos. P. Stran, Jr., 143 West Pratt street; Thos. J. Flack, Traders' National Bank; Wm. Spurgeon, 123 North Fulton street; J. Edward Dunker, 202 Bolton street; L. S. King, 124 Bolton street; Arthur Bruce, 124 Bolton street. Already members of the League: Harry E. Brown, No. 1573, care of Hennegen, Bates & Co.; Albert Trego, director for Maryland, No. 1568, 160 Mount Royal avenue; Ernest M. Price, No. 1572, 70 Bolton street; Samuel T. Clark, ex-recording secretary, 105 South street; F. Clymer Whyte (number not known), director for Maryland, 87 West Chase street; Yates Penniman, No. 1570, National Marine Bank, —all of Baltimore, Md.

WOONSOCKET BI. CLUB.—Roger W. Sherman, Monument House; Wm. H. Gilbert, 25 North Main street; Wm. H. Haigh, 71 Cato street; Arthur S. Pease, 53 Hamlet avenue; John R. Boyden, 44 Blackstone street; Nelson Jeackes, 11 Summer street; Stanley G. Smith, 23 Earle street; George E. Hope, 21 Blackstone street; Fred. B. Best, 17 North Main street; Edmund B. Delabarre, 11 Summer street; Henry I. Pinkofski, 138 Main street; Edmund H. Rathbun, 57 Prospect street; Walter H. Cole, 46 Spring street; Edwin P. Miller, 41 North Main street, —all of Woonsocket, R. I.

MOUNTAIN BI. CLUB.—Charles A. Marshall, president; Webster Norris, secretary and treasurer; Henry

H. Gregg, George M. Davidson, Jr., James A. Hamilton, Homer D. Williams, William F. Lewis, —all of Johnstown, Pa.

BROOKLYN BI. CLUB.—Additional: H. C. Winttingham, 168 Hicks street; S. C. Scott, 240 Washington avenue; Wm. A. Carl, 98 Sixth avenue; Tasker H. Marvin, Jr., 50 First place, —all of Brooklyn, N. Y.

CINCINNATI WANORRERS BI. CLUB.—Francis W. Scarborough, Madison road, E. Walnut Hills; Julian V. Wright, Grandin road, E. Walnut Hills; William Wilson, Madison road, E. Walnut Hills; Nicholas Longworth, Jr., Grandin road, E. Walnut Hills; John K. Scudder, Ridgeway avenue, Avondale; Paul Scudder, Ridgeway avenue, Avondale; Calvert Townley, 483 Court street, —all of Cincinnati, Ohio.

AERIAL BI. CLUB.—Fred. S. Hamlin, Grand Opera House; Fred. S. Ackerman, 124 Washington street; Chas. E. Dole, 27 Metropolitan Block, —all of Chicago.

BRUNSWICK BI. CLUB.—Additional: Chas. D. Snedeker, J. Newton Veghti, and Geo. K. Parsell, —all of New Brunswick, N. J.

KROOK BI. CLUB.—Additional: H. H. Winslow, E. H. Rothert, John Hartel, —all of Keokuk, Iowa.

MASSACHUSETTS BI. CLUB.—Additional: Edward R. Drew, 597 Washington street, Boston; Harry D. Corey, care of Jones, McDuffee & Stratton, Boston, Mass.

UNATTACHED.—Jas. S. Martin, 57 Washington street, Chicago; Wm. A. Gunn, 47 Monroe street; Wm. H. Gay, corner Canal and Hastings streets; Frank H. Escott, 75 Canal street, —all of Grand Rapids, Mich.; C. H. Kittinger, Wilmington, Del.; Robert R. McCormick, Edinburg, Pa. (Knox P. O.); Fred. N. Bonnie, Niles, Mich.; Aaron W. Cornwall, 145 to 175 Washington street, Louisville, Ky.; Nathan P. Wylie, Lowell, Mass.; B. E. Chesney, Painesville, Ohio; Chas. B. Ott, 1068 Market square, Wheeling, W. Va.; Wm. M. Black, Mattawan, Monmouth Co., N. J.

A Model Report.

TREASURER GILMAN says that the club reports generally sent in to him are so meagre in detail and unsatisfactory that he wishes us to publish the following one from the secretary of the Peekskill, N. Y., Club, as a "model report":—

PEEKSKILL, N. Y., 24 June, 1882.

MR. WM. V. GILMAN, *Treasurer L. A. W.*, Nashua, N. H.:

Dear Sir,—Enclosed please find P. O. money order for \$7.00, to cover annual dues for 1882 and 1883 of the following members of our club, "The Cortland Wheelmen," all the members we have, and all members of the League:—

E. F. Hill, Peekskill, N. Y. No. 1,345
D. C. Hasbrouck, Peekskill, N. Y. No. 1,984
George A. Wadsworth, Peekskill, N. Y. No. 2,336
B. F. Ferris, Peekskill, N. Y. No. 2,337
S. F. Horton, Peekskill, N. Y. No. 2,338
Geo. Halsted, Peekskill, N. Y. No. 2,367
S. A. Mead, Peekskill, N. Y. No. 2,384

Trusting you will find this O. K., and that we may receive our new cards safely, I am, Yours fraternally,
D. C. HASBROUCK, *Sec. C. W.*

L. A. W. Racing Rules.

AS AMENDED AND ADOPTED AT THE ANNUAL MEETING HELD 30 MAY, 1882.

1. Entries and awards will be confined strictly to amateurs; and persons entering for these races, who are not members of bicycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the judges that they are not professionals, either by their own statements in writing, or otherwise. Any wheelman competing in races other than those held under the auspices of the League, or of a League club in good standing, or of an organization whose games have not received the written sanction and indorsement of the League racing committee, will be disqualified from competition in future League races, unless this disqualification shall be subsequently removed by the board of officers of the League.

2. (a) An amateur is a person who has never competed in an open competition, (b) for a stake, (c) or for public money, (d) or for gate money, (e) or under a false name, (f) or with a professional for a prize, (g) or with a professional when gate money is charged; (h) nor has ever personally taught or pursued bicycling or any other athletic exercise as a means of livelihood. — *L. A. W. Rule 25.*

3. Any competitor making a false entry will be disqualified.

4. Choice or change of machine, and choice of costume, are not limited.

5. Each competitor will receive from the judges, before the start, a card bearing a number, which must be worn during the race.

6. The position in each race will be drawn by the

games committee and printed in the programme of entries.

7. All starts will be from a standstill, and the machines are to be held in position until the signal is given by the starters. Any contestant starting before the word is given shall be placed one yard behind the starting line, and an additional yard for each repeated false start.

8. Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the bicycle in front before taking the inside; the inside man must allow room for his competitor to pass on the outside.

9. Any competitor guilty of foul riding will be disqualified.

10. Any protest against a competitor respecting his qualification as an amateur must be lodged with the judges before the start is effected; and any protest respecting foul riding or breach of rules must be made to the judges immediately after the heat is finished.

11. Competitors may dismount during a race at their pleasure, and may run with their bicycles if they wish to; but they must keep to the extreme outside of the path whenever dismounted.

12. The right is reserved to the judges of refusing or cancelling any entry, if necessary, before the start, of adjudicating any questionable entry, of deciding any other point not provided for, and of making any alteration in the programme that they may deem necessary.

13. The decision of the judges and referee will in all cases be final.

14. All championship races shall be held under the immediate supervision of the League or its constituent clubs. No trotting, athletic, or other non-League organization shall be allowed to hold State or other bicycle championships in which League members shall compete.

15. Championship races shall be run in one heat, or should the number of starters be too large, in trial heats, and a final in which the winners and seconds in trials shall compete.

16. In handicap races the handicaps must be drawn up by a League member or committee of the same, and written reports of the handicaps and results must be sent to the racing committee L. A. W. for reference. No handicap races shall be run in heats.

17. No League member will be permitted to race under trotting rules; and no prize won or time made with a flying start will receive the sanction of the League.

18. The rules of the National Association of amateur athletes shall be sanctioned by the League, and no League member competing in the games of the association or of its associate clubs, shall be declared from competition in the League races or from enjoyment of any of its privileges.

19. The racing committee L. A. W. shall be empowered to appoint at its discretion a League handicapper, who shall, for a stated remuneration, frame the handicaps of the League and of such of its associate clubs as shall desire his services.

E. C. HODGES, Boston, Mass.,
A. A. HATHAWAY, Milwaukee, Wis.,
CLYMER WHITE, Baltimore, Md.,
Racing Committee L. A. W.

Declination.

Editor Bicycling World:—I am sorry to see that my name is offered in your columns as a candidate for chief consul of Massachusetts.

Had any notice of your intention reached me, I should have withdrawn in season to prevent the mistake.

I am unable to attend to the duties of this office, and could not at present serve in any capacity upon the State board. Very truly yours,

FRED. S. PRATT.

WORCESTER, 24 June, 1882.

CURRENTE CALAMO

WELL, who did you vote for?

"EVERY man for himself," etc.

WE await the result. Hurry up the count.

THERE is no convention to construe rules this time.

HAVE "Patience," Gideon; it was a mistake we are glad to correct.

THE pictures of the Chicago Meet are very good.

SECOND ASSISTANT POSTMASTER ELMER of Washington rides a "hopper."

JUMBO is gone, but Albion is coming, and he will be a drawing card to bicyclers.

MR. E. E. KATTELL, a wheelman, of Binghamton, N. Y., was in Boston, this week.

JO. DEAN'S Royal Mail racer is a beauty,—light and clean-cut as Sara herself.

THE fifty-mile road race at Druid Hill Park, Baltimore, 8 July, ought to be an unusually interesting event.

A MARINE bicycle agency has been established in Washington, Mr. I. Kimball of the *Oarsman* being the agent.

THE coming week will be a lively one for wheelmen everywhere. Runs, races, and meets are announced on all sides.

SOME "penny-a-liners" are so hungry for items that no discretion is used, and the hand of their informant shows itself.

YOU have plenty of time yet to get in "at the death" of the Milwaukee run which commences to-morrow, if you start at once.

CHAMPION FRYE is awheel once more, and will train for some of the races this season, and especially for the League mile championship.

THE course at the Casino has been laid entirely with tan bark, but we understand a portable track is to be made for bicycling when such races occur.

WHY will some clubs and unattached riders adopt such *outré* costumes? Bicyclers are conspicuous enough anyway, without making themselves more so.

THE Solus Bicycle Club recently presented this office with a fine thermometer, and its effects are already apparent in the rapidly increasing temperature.

IN a race between Prince the bicyclist and Leroy the horseman, distance five miles by the Casino track, the former won by half a second, the time being 15m. 58½s.

IT is reported that two wheelmen of Helena, Montana, recently rode fifty miles in the very creditable time for that part of the country of six hours and twenty minutes.

THE handsomest and best mounting tsep for bicycles we have yet seen is one invented and just patented by Dr. Geo. F. Harwood of the *Æolus* Wheel Club of Worcester. It is so toothed as to prevent slipping, and the teeth are so guarded that the clothing cannot catch upon it in case of falling or dismounting from the rear.

CAPT. HODGES of the Bostons has ordered a Royal Mail racer. Now when he and Billy Bernhardt compete in the club races, we will see how well body and bones can hold together.

MARBLEHEAD wheelmen are constantly taking headers. The *Register* nearly every week registers one or more accidents of this kind. Adjust the saddles farther back, boys, and mind your weather eyes.

SOME half a dozen of the Massachusetts Club under Capt. Shillaber made a run to Swampscott Sunday, dining at the Ocean House. Messrs. Wood, Norman, and Harley of Philadelphia accompanied them.

AT this season of the year the gaudily dressed bicyclist haunts the popular resorts, frightens horses, and attracts universal attention, receiving the admiration of such as are of the same taste in the matter of costume.

JOHN L. AYER of the Solus Bicycle Club informs us that his proposed effort to cover 5,000 miles on the wheel this year is off, a rupture necessitating his abandoning bicycling for this season. In 1883 he will double the amount and go several better.

"KANUCK" writes us that a large detachment of the Montreal Bicycle Club will go down by boat to Quebec, 30 June, to visit the wheelmen of that city. They are the only two clubs in the province of Quebec, and the harmony of feeling between them is very cordial.

By an error we last week robbed that most deserving young man, G. D. Gideon of the Germantown Bicycle Club, of one of his laurels won at the N. A. A. A. championship games of 10 June. He was victor in both the bicycle contests, winning the two-mile race in 6m. 41½s., and the five-mile race in 17m. 19½s.

BOSTON CLUB members, with J. A. Cross of Providence, and Mr. Rogers, one of the Philadelphians who has ridden from New York to this city, rode on Sunday to Cohasset for dinner, returning to Boston by boat from Hull. They report the roads in excellent condition, although rather soft in places.

THE Fourth of July races on Boston Common will no doubt entertain many thousand people, as they did last year and the year preceding; but as no suitable track is likely to be prepared, no record, except perhaps for slowness, will be made by fast riders, and the riders in the slow race will have to move pretty lively to keep their wheels.

C. C. B. T. C., B. B. C., L. A. W. WESTON's letter about the English tour ought to interest our wheelmen. We wish we might join the party, and can assure all bicyclers who intend a trip to Europe this summer that this is the best way to take it. Or even if you do not

care to wheel when on the other side, it will pay you to join the party as a social investment.

OUR "Coventry Rotary Convertible" is a success as a "sociable." We rode it one evening last week with a companion (male), in the north suburbs, about sixteen and a half miles in two hours and a quarter, ascending some pretty sharp hills, with nearly as much ease as one does with a two-wheeler, and dismounting for none except one moderate incline, which was too sandy even for level riding.

THE Casino track, according to the Boston *Courier's* bicycle paragrapher, has been carefully measured by Mr. Wilmot, who "found it to be five laps more than a mile." Now here's larks! The track has always been credited with five laps to the mile, and now we discover that it is a mile and five laps. Mr. Wilmot measured it with an Excelsior cyclometer, and that has generally borne a good reputation for accuracy; but cyclometric measurement, however accurate, won't admit the track to record-making.

THE League organ failed to advertise the L. A. W. races; hence the Boston men knew nothing (?) about them. — *N. Y. Sunday Courier*. What L. A. W. races, Mr. *Courier*? We announced in our "Coming Events" the two and five mile open amateur bicycle races of the National Athletic Association, if these are what you mean; but we do not understand these to be L. A. W. races strictly, although they were to be partly officered by that organization, and recognized as amateur championships of America for those distances. Besides, as in our L. A. W. department we published the particulars and conditions as news, and received no further official instruction to advertise them, we did not feel called upon to do so.

WE learn from Mr. C. E. Pratt, attorney for the Pope Manufacturing Company, that at Syracuse, N. Y., on Monday, the 26th inst., before Judge Wallace, a hearing was had on the case of the Pope Manufacturing Company vs. McKee & Harrington, the result being a decision against the latter on all the motions, the principal one being by defendants for removal of injunction. Of course this leaves bicyclers still at the mercy of the monopoly, and we must wait either until the patents expire by limitation, or until some other parties with money and perseverance come forward to more successfully combat what we still consider a wrong and injustice, the breaking down of which we yet hope to see accomplished; for notwithstanding the failure in this case, we believe our stand is right in both law and equity.

WE have in stock a few copies of *Cycling Sketches*, in cloth, \$1.00, and *Sturmey's Indispensables* for 1880, 30 cents.

BICYCLES, BICYCLES, BICYCLES. Special Agent, Prof. F. S. ROLLINSON. A liberal discount will be given to any person ordering through me any make of English Bicycles; also, the American Union Bicycle. Drafts or checks to be made payable to the order of the selected maker. Catalogues of any known maker mailed on receipt of seven cents each. Address 1168 Washington Street, Boston, Mass.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOCEPIEDIQUE.—Weekly. J. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, \$2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL.—Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmev, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents; by mail, sixty-five cents. E. C. Hodges & Co.

CYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturmev. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLIST'S Hand-Book for 1881, edited by Henry Sturmev, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

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AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

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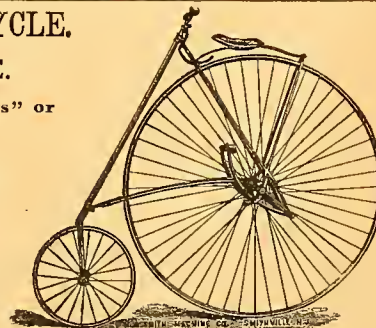
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BOSTON, 7 JULY, 1882.

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FOR SALE.—Fifty-inch Standard ball-bearing Columbia, 1882 pattern, with Acme stand. But little used and in perfect order. Reason for selling, owner going West. Address **HART**, Box 508, Minneapolis, Minn.

EXPERT FOR SALE.—Fifty-eight inch Full-Nickelled; new this season, used very little; in perfect order. Reason for selling, owner going away. **IRVING B. SMITH**, 609 Main st., Hartford, Conn.

FOR SALE.—In bond, 52-inch Special Club Bicycle, perfectly new; wheels, head, and handles, nickel-plated; \$100. Original invoice supplied so that duty will not exceed \$26. The same duty paid, \$120 in Canada. Also, a second-hand, 50-inch Club, full-nickelled, ball pedals, \$110, and a 52-inch New Gentleman's half-nickelled, ridden only one month, \$75; both in perfect order. **ALAN ARTHUR**, P. O. Drawer 1,976, Montreal, Canada.

FOR SALE.—One 58-inch Harvard Roadster; full-plated; in good condition; price \$110; One 60-inch Yale Racer, full-plated, used only a few weeks, in absolutely perfect condition; price \$135. Either machine will be forwarded for examination on receipt of express charges both ways. **A. J. EDDY**, Flint, Mich.

TRICYCLE WANTED.—Would like a second-hand Gentleman's Tricycle. Address with full description and price, **C. W. B.**, Lock-Box 53, Hudson, N. Y.

WANTED, to exchange a Smith's American Organ for a Bicycle, 52-inch, or a Tricycle. Address 232 Dudley street, Boston.

FOR SALE.—A 52-inch full-nickel-plated Expert, a splendid machine, with ball pedals, used very little; satisfactory reasons given for selling; price \$130. Address **F. A. B.**, BICYCLING WORLD office, No. 8 Pemberton square, Boston.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address **C. H. LAMSON**, Portland, Me.

RINTELMAN'S

Pat. Adjustable Bicycle Saddle.

This is positively the best saddle made. It combines comfort, durability, and neatness, and is easily adjusted by means of a turnbuckle located in the bottom of the frame, and is well ventilated. Liberal discount to agents. Send for circular.

Price, plain \$3.50. Nickel-plated, \$4.50.

Address

AUGUST RINTELMAN, MILWAUKEE, WIS.

SEND 30 CENTS AND GET FIFTEEN bevel-edge crescent and turned-corner gilt-edge cards with your name and new League badge neatly printed on, to **JAMES A. SPEAD**, South Newmarket, N. H.

MAP OF MASSACHUSETTS showing post roads, distances between places, etc., mounted on rollers, 75 cents; unmounted, 50 cents, postage prepaid. **A. BASSETT**, care BICYCLING WORLD.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. **H. S. LIVINGSTON**, Cincinnati, Ohio.

THE New York Sunday Courier thus describes a new bicycle recently patented by Mr. Jean Richard, of New York: A 48-inch wheel, with $5\frac{1}{2}$ -inch cylinder, with one crank revolution is equal to thirty-two feet of space, and each additional increase of cylinder for larger wheels gives corresponding velocity. The first test took place last week, and although ridden by an amateur, the best record-d time was reduced thirty-two seconds. Upon either side of the machine are two pieces of steel two inches wide, and of different length according to size of wheel. To the upper ends of these is attached a quarter-inch cable cord, which works in a grooved wheel just under the handles. At the lower ends are similar cords, which pass around two drums, worked in opposite directions around the crank. In the downward motion equal power is applied on the opposite side, and the old crank system is abandoned, thus relieving the motion of all "dead centre." The drums acting in opposite directions enable the rider to rest at will without stopping the action of the wheel. The stirrups are attached to the steel plate referred to above, and can be adjusted to suit the convenience of rider. The second improvement is in the wheel, which is constructed in sections. Should any portion of the wheel become damaged, that section can be replaced; whereas, in the old wheel, damage to any portion of the wheel necessitates a new one at considerable expense. Whether the new improvement will do what is claimed for it (a mile inside of two minutes) remains to be demonstrated.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

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WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 7 JULY, 1882.

PRIZES.

WE called attention last week to the desirability of reducing the value of prizes in amateur races, believing that this alone will place amateur racing on its true footing, and tend to rid the path of what they call across the water "pot hunters." Many racing men no doubt consider the value of the prizes to be offered before entering their names as contestants, feeling that what is of the greatest intrinsic value is more desirable than that which simply attests their prowess and speed as riders. Valuable prizes are offered by the managements of races with the object of obtaining a large field of starters, and with good effect in this regard, but with a tendency to encourage a spirit of professionalism, and to compel a repetition in all cases if an interesting race is to be had. We de-

sire to see this stopped, as far as practicable, and trust the leading bicycle clubs will take a stand in the matter, and offer inexpensive trophies at their race meetings, instead of the valuable prizes now so common. If this is done, the true amateur alone will be found on the path, and a much better state of affairs exist, as those who follow the intent as well as the wording of the rules which distinguish between the amateur and professional are as willing to race for honor and glory as for silver cups and gold medals. That something should be awarded the winners as a memento we do not question. Human nature demands something to show for all labor; but in racing it should be a small incentive to competition. Arguments may be made as to the wording of the rules, but herein lies the essence of it: a spirit of gain and advantage should be suppressed, and a desire for honor alone encouraged. If the League will try the experiment at its annual races, we believe the number of starters will not decrease, while the expense will not be such a burden as hitherto, and the money spent in prizes could be used to greater advantage in other ways. Better tracks could be had, and the comfort of spectators and contestants increased.

The "Monopoly."

IT is but fair to the public and to the defendants in the case of the Pope Manufacturing Co. *vs.* McKee that we should give a fuller account than that published by us, on Mr. Pratt's statement, of the disposition made by Judge Wallace on 26 June of the motions in that case before him. We now learn that the motion to vacate the injunction was denied by Judge Wallace on purely technical grounds, without a consideration of the merits, which the judge deferred until the final hearing of the case in October next. His Honor, however, took occasion to say from the bench, in rendering his decision, that the testimony as to anticipation of Lallemond's patent as presented to him by Mr. Walter D. Edmonds, defendant's counsel, was sufficient both in point of law and fact to defeat the patent, but that he could not take it into consideration *on that motion*, but would do so on the final hearing. The decision of the motion for contempt proves nothing in favor of the Lallemond patent, except that for reasons of practice the court declines to pass on

its validity until October, and that in the mean time, and while its validity remains technically unimpeached, the public are not at liberty to make bicycles with cranks projecting in the same direction. We therefore very gladly retract anything which we said in our issue of 30 June to the effect that there had been any "failure in this case." The Lallemond patent will be subjected to its first, and, without doubt, its final ordeal, at the October term of court, when the court will for the first time be enabled to consider all the objections to its validity mentioned in our issue of 23 June.

We may add that since the writing of that article, new witnesses to prove the existence of Varrecke's velocipede in New York in 1863 have been discovered. Among these witnesses are two gentlemen, principals of the public grammar schools in that city, who rode the Varrecke machine in 1863 in Central Park, and who will testify that in every detail it was the counterpart of that described in Lallemond's patent, which bears date 1866, — three years afterwards. Far from being weakened by the decision of the motions, McKee & Harrington's case is to-day stronger on the merits than it has ever been before. The prospects are that the Pope Manufacturing Company has only three months more in which it will be able to enforce its monopoly.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

AUBURN BI. CLUB. — A meeting of Auburn (N. Y.) bicyclers was called 30 June, at Swartout's clothing house, a club formed, and the following officers were duly elected: President, A. E. Swartout; captain, G. Howard Burt; secretary and treasury, Grayson G. Knapp; lieutenant, Edward Leonard; bugler, Chas. Throop. Executive committee: A. E. Swartout, G. G. Knapp, E. A. Warden, E. Follitt. Other members are Edward Woodruff, E. Follitt, John M. Laurie, E. A. Warden, E. Parker. A. E. S.

ARMENIA BI. CLUB. — On 17 June the wheelman of Canton, Pa., and vicinity organized a bicycle club, to embrace in its membership amateur bicyclers of Bradford County only, and chose the following officers: President and captain, Edgar S. Davenport; secretary and treasurer, Arthur W. Cook. Other members are Harry B. Davenport, Ernest Newman, Robert E. Vansyckle, and Fred. S. Black. Regular meetings held Thursday evenings.

THE Lowell Bicycle Club had a most enjoyable run last week Wednesday afternoon, on the roads about the Spindle City, and on their return were entertained with a collation on the lawn of Secretary Fielding, at which Rev. H. D. Wes-

ton, of St. Paul's Church, was presented. Twelve wheelmen participated in the run.

THE Boston Bicycle Club headquarters were lively with members and visitors Tuesday afternoon and evening.

THE NEWTON BICYCLE CLUB made a successful display in that city, 4 July, by a fancy dress and burlesque parade through the principal streets.

It is said by the Louisville *Argus* that the Lexington (Ky.) Bicycle Club has a charming and lively little lady secretary. Now here 's a hint for some of our Eastern clubs.

THE Champion City Bicycle Club of Springfield, Ill., has inaugurated a successful and novel affair, in the shape of a summer bicycle camp, comprising the wheelmen and their families, with eight young ladies as invited guests. It is located on pleasant grounds at Yellow Springs, Ohio, and the company numbers about fifty. They have many visitors, and on the 4th of July they entertained the Cincinnati and Xenia clubs as guests, a feature of the occasion being a full dress parade. They are all reporting a most jolly time.

RACES

Coming Events.

8 July. Baltimore, Md. Fifty-mile bicycle race for the road championship of the United States, Druid Hill Park Lake, Baltimore, 8 July, at 8 A. M. \$50 gold championship medal to first, gold medal to second, silver to third; entrance \$1.00. Entries and subscriptions close July 1, to B. Howard Haman, Baltimore, Md.

PRINCETON COLLEGE COMMENCEMENT GAMES, 17 JUNE.—The two-mile bicycle race was won by Chester, of class of '84, in 7m. 43½s.; Baker, '85, second, in 7m. 48s.; Kempshall, '85, third.

PITTSBURG, PA., 24 JUNE.—At the first annual race meeting of the Keystone Bicycle Club, held on the Exposition Course (half-mile) Saturday, 24 June, the following events took place:—

Half-mile Dash.—George Grundy (1); F. T. Hoover (2); J. C. McCullough (3); Paul Johnston; James Dennison. Time, 1m. 42s.

Half-mile Boys' Race.—Horace Miller (1); Robert Fleniken (2); Edwin Mullings (3); Willie Kirkpatrick; with the same order for second heat. Time, 2m. 12s. and 2m. 9½s.

One-mile Amateur Championship of Western Pennsylvania.—First trial heat: J. W. Pears (1); F. T. Hoover (2); J. C. McCullough, William Duncan. Time, 3m. 50s. Second trial heat: George Grundy (1); George W. H. Wood (2); Harry Neely. Time, 3m. 54s. Final heat: George Grundy (1); George W. H. Wood, J. W. Pears. F. T. Hoover dropped out. Time, 3m. 32s.

Half-mile Heats, Best Two in Three.—First heat: Grundy (1); McCullough (2); John Myers. Time, 1m. 46s. Second

heat: McCullough (1); Grundy (2); Myers. Time, 1m. 43s. Third heat: Grundy (1); McCullough (2); Myers. Time, 1m. 45s.

Half-mile Club Dash.—Geo. Grundy (1); F. T. Hoover (2); J. W. Pears (3); P. N. French, Paul Johnston, James Dennison.

One Hundred Yards Slow Race.—J. C. McCullough (1); F. T. Hoover (2); P. N. French, Paul Johnston, J. W. Pears. Time, 2m. 33s.

Five-mile Race.—Geo. W. H. Wood (1); William Duncan (2); Geo. Morse (3); J. W. Pears, Charles Holmes, P. N. French. Time, 21m. 14s.

For these seven races we had fourteen prizes. For the first two races there were three each; for the third and fifth, one each; for the remaining three, two each. In starting for the trial heat in the championship race, Duncan became excited and grabbed his brake lever instead of his handle; consequence, a header. He remounted, however, but was too far behind to get a place. In the final heat of the same race, Grundy and Wood took the lead and ran "neck and neck" till they came to the home stretch, when Grundy made a magnificent spurt and won by nine or ten yards. During this race the greatest excitement prevailed. Two years ago, on an English course, Wood gave Grundy 195 yards start in a two-mile race and beat him.

Championship race from standing start, others mounted start. Grundy and Wood rode 54-inch Rudge racers; Dennison, a 54-inch light Yale roadster; Hoover and Holmes, 52-inch light Yale roadsters; and the remainder Special Columbias: Pears, 54-inch; Johnston, 54-inch; Morse, 54-inch; Duncan, 52-inch; McCullough, 50-inch; Myers, 50-inch; and Neely, 48-inch. Judges and time-keeper, Jos. T. Speer, Wm. Woodnell, and A. B. Wigley. Referee, Thos. Owen.

In the five-mile race only three finished, and in the slow race all tumbled but McCullough; the others all remounted two or three times, but even then, only three finished. The track is considered a "fast" trotting track, but is too heavy for bicycling. George Grundy is entered in the races at Steubenville, 4 July, for the amateur championship of Eastern Ohio. He is also open to challenges for the amateur championship of Western Pennsylvania, which he now holds. He is a member of the Keystone Bicycle Club.

ORVON G. BROWN,
Sub-Captain K. B. C.

BALTIMORE, 24 JUNE.—A ten-mile professional handicap, under the auspices of the Maryland Bicycle Club, for a subscription purse of about \$40, was raced at Druid Hill Park, the track one and one half miles, on Saturday, 24 June. The contestants were J. S. Prince of Boston and F. S. Rollinson at scratch, and W. J. Morgan of Boston and James Mellen of Cambridge, Mass., at the half mile. Mellen, who showed himself a splendid rider, although this was only his

second race, soon left Morgan, and had covered two miles before the scratch men had gained an inch of his handicap. Then Prince began to draw away from Rollinson, and very gradually but surely to overtake Mellen. But the latter maintained his lead most pluckily, and had turned into the last lap before Prince caught him; and the two rode together, the champion at a waiting pace, until within a hundred yards of the finish, when he endeavored to shake his companion. But this was not so easy, for the latter also put on some handsome touches, and came in second by only ten yards, with Prince first in 35m. 15s., which beats all out-door records, amateur or professional. Rollinson was third by nearly a quarter-mile, and Morgan was distanced.

LOUISVILLE, KY., 27 JUNE.—At the bicycle races in connection with the Masonic celebration, Charles Jenkins and Newton Crawford of Louisville and Benj. Johnson of Bardstown competed in the first heat of the mile race for a gold medal, which Jenkins won easily in 3m. 8s.; Crawford second. Johnson withdrew from the second heat, which Jenkins won also by a spurt in the last lap, his time being 3m. 11½s.

A quarter-mile race was ridden in three heats, the contestants being Crawford, A. Cornwall, L. Welle, O. Moran, W. F. Gregory, and S. Holloway. In the first heat Crawford took a header, Moran and Welle collided and went to grass, and only the other three finished, and in the following order and time: Gregory, 49½s.; Holloway, Cornwall. These three with Crawford and Moran started in the second heat, which was won by Cornwall in 46½s.; Crawford, Gregory, Moran, and Holloway following in that order. Only Cornwall and Gregory rode the final heat, the former winning easily in 47s. Prize, a gold medal.

The last event was a five-mile dash for a gold medal, the starters being O. Anderson, Crawford, and Welle. Anderson led for two miles, then Welle took the front for a mile and a half, until finally Crawford spurted handsomely and to the purpose, coming in winner by twenty lengths, with Welle second by twenty-five lengths ahead of Anderson. Time, 18m. 59½s.

NORWALK, CONN., 28 AND 29 JUNE.—At the fair of the Fairfield County Agricultural Society, 28 June, J. S. Prince and Mlle. Louise Armaindo contested in the ten-mile professional bicycle race, for \$70 and a gold medal to first and \$35 to second, the lady being allowed one mile in ten. The race started well, and both rode in fine style, but the track was an ordinary trotting course, and fast riding would be phenomenal as well as dangerous; and in fact, on the sixth mile, Louise fell, and Prince, who had already taken up her handicap, rode easily to the finish, taking first

prize, and Mlle. Armaindo second. The track was half a mile.

On the 29th, Prince, Rollinson, and Mellen competed in a one-mile scratch race, best three in five, for purses of \$50 and \$25. First heat: Mellen took the lead, Rollinson next, and Prince close up, which position was maintained until the last lap, when Prince pushed to the front and won the heat by forty yards; Mellen second, and Rollinson third. Second heat: Mellen led slightly until ending the first lap, when he got a bad fall and withdrew, and Prince won easily, Rollinson second. Third heat—Prince led, Rollinson second, and Mellen, who was badly shaken up by his fall, last.

Mr. Wheeler, president of the society, wants to pit a fast trotting horse against Prince twenty miles even, for a purse of \$300 to \$500, and Prince has expressed his willingness to make the race.

LYNN, MASS., 4 JULY. — Bicycle races took place around the Common at 11.20, last Tuesday, under the management of the Star Bicycle Club, for medal prizes. W. O. Faulkner, F. W. Goodwin, W. C. Stewart, W. H. Pevear started in the first heat. Faulkner came in first in 2m. 4s.; Stewart, second, 2m. 50s.; Goodwin, third, 2m. 57s.; Pevear, fourth, 3m. 32s. Second heat—Faulkner, first, time 2m. 44s.; Stewart, second, in 3m.; Whitten, third, in 3m. 20s.; Pevear, fourth, in 3m. 44s.; Whitten was not at hand in time for the first heat. Goodwin made a fine spurt in this heat, almost leading Stewart, when his shoe slipped off and he withdrew. Third heat was between Whitten and Pevear for third and fourth prizes. Whitten went around in 3m. 16s. Pevear in 3m. 31s, and they were awarded the third and fourth prizes respectively. In the slow race there were four starters: Asa Barker, Jr., Edward Freeman, George G. Richardson, and W. O. Faulkner. Faulkner did the one hundred yards in 2m. 50s., the others all falling from their machines. Second heat—Faulkner, 3m. 21s., Asa Barker, Jr., 2m. 26s. The others fell. Faulkner was awarded the first and Barker the second prize. F. S. Winship, J. Horace Pope, and Frank J. Faulkner, judges, and Will Smith, starter.

BOSTON, 4 JULY. — Probably more than 20,000 people witnessed the bicycle races held under the auspices of the city of Boston, Independence Day, and great interest and enthusiasm was manifested, yet to onlooking or participating bicyclers they were hardly as satisfactory as if run upon a good track. The track was the same as last year, laid out on the lower parade ground of the Common, on the turf, the grass having been previously rolled. Of course it was full of uneven surfaces, with several hollows dangerous for fast riding; and as might have been expected, a number of bad falls occurred in consequence. The track is a quarter-mile one.

The first race called was the amateur

two-mile straightaway, and the following riders started: L. N. Martin, A. A. Selden, A. Hosmer, C. G. Howard, and Sedgwick Washington of Boston. H. E. Lombard of Cambridge, and S. T. Kaulback of Malden. The race was to have been called at twelve o'clock, but considerable delay ensued, and it was full quarter past one before the pistol shot started this first event. The competitors in this heat made some clumsy starts, and two were dismounted (Howard and Selden) early in the first lap; but the five others kept on with constantly widening gaps, and at the end of the first mile Hosmer was leading, with Lombard second, Washington third, and Kaulback fourth. During the next mile Washington fell back slightly, to fourth, with Hosmer well in the front, and Kaulback contesting for second place, which Lombard still held. Several times Kaulback strove to pass his immediate leader, but a fresh spurt from the latter would prevent it, until finally Lombard rode wide from the pole, and Kaulback, seeing his opportunity, dashed in between, and despite Lombard's efforts reached the coveted position, and the riders crossed the home line in the following order: Hosmer (1) in 8m. 32½s.; Kaulback (2) in 8m. 52s.; Lombard (3) in 9m. 13s.; Washington and Martin. Lombard claimed a foul, in that Kaulback passed between him and the pole; but Kaulback claimed that Lombard rode so wide that he had no choice. The judges decided, after due deliberation, that it would be necessary to run another heat for second place; but Lombard declining, Kaulback was given second position.

In the two-mile professional, three prizes, \$50, \$30, and \$20, to winners first and second, best two in three, the starters were Fred. S. Rollinson of New York, G. W. and Thomas Harrison, J. S. Prince, and C. J. Young of Boston. This race was the most interesting and exciting of the series, and the first prize was won in two heats by Prince quite easily, he taking positions according to his pleasure all through. Between Rollinson and the Harrisons, however, there were some pretty earnest struggles for second place in both heats, the first being won by Rollinson, and the second by Tom Harrison, much to the surprise of the latter's friends, as well as bicyclers generally. Times: First heat—Prince, 8m. 9½s.; Rollinson, 8m. 12¾s.; T. Harrison, 8m. 18½s. Second heat—Prince, 8m. 10½s.; T. Harrison, 8m. 11s.; Rollinson, 8m. 12s. A third heat between T. Harrison and Rollinson had to be run for second place, and considerable interest was felt in this; but the men rode leisurely about the course together for six laps, and on the seventh Rollinson, who was leading, began to speed up, and Harrison followed suit. When just about one third around the course the former took a graceful but violent header, and Harrison tripping on him, was thrown, machine and all, completely over to first position. Rollin-

son received a bad bruise, and his machine was rendered useless, and he gave up the race; but Harrison, with a bent handle bar, was able to remount, which he did, and finished the race, his time being 9m. 30½s.

The next was the one-mile amateur, best two in three; prizes gold and silver medals to first and second, respectively. W. R. Pitman of New York, Kaulback, Hosmer, Selden, and Harry Percival. Pitman won first two heats, Hosmer second. Time: First heat—Pitman, 4m. 3¾s.; Hosmer, 4m. 8¾s.; Kaulback, 4m. 20¾s. Second heat—Pitman, 4m. 5¾s.; Hosmer, 4m. 6¾s. No others rode in the second heat.

The tricycle mile race was won by Harry Percival in 6m. 13s., C. G. Howard about a second behind. Both rode Royal Salvos.

The mile and a half straightaway brought Pitman, Edward Burnham of Newton, Kaulback, and Hosmer to scratch, and all started well, the New York man scoring the first lap, with Burnham, Kaulback, and Hosmer following in that order. For the remainder of the race Burnham took the lead and held it easily, while Hosmer put Kaulback behind him, and so won third place. Burnham is a new man and was a surprise, and promises to add another "fast" man to the racing ranks. Time: Burnham, 6m. 7s.; Pitman, 6m. 12½s.; Hosmer, 6m. 33¾s.

The slow race was as usual a very slow affair, the only entries being C. G. Howard and W. C. Woodward, and the latter was dismounted at the first turn, leaving Howard to ride home at a more comfortable pace and take the medal.

Officers:—Judges, H. S. Kempton (chairman), C. P. Shillaber, F. B. Carpenter, J. T. Dyer, W. B. Everett; timers, G. B. Woodward, J. S. Dean, H. A. Baker; clerk, F. B. Carpenter; starter, C. P. Shillaber.

G. D. GIDEON of the Germantown Bicycle Club won the mile scratch and five-mile handicap races at Belmont Driving Park last Saturday, 1 July. Time—one mile, 3m. 11¾s.; five miles, 16m. 52½s. The latter time is the best outdoor record in this country, and the final mile was made in 3m. 8½s. There was considerable wind, but the track was a fairly good trotting course.

It appears to be pretty difficult this season to win a twenty-five-mile professional champion bicycle race in England, each of the last two attempts we have heard of to date having resulted in a dead heat in 1h. 26m. 15s. and 1h. 29m. 34s., respectively.

Mlle. ARMAINDO rode a thirty-six hour bicycle race with W. J. Morgan at Kernan's Garden, in Baltimore, covering 351 miles to Morgan's 330, for which she received a gold medal.

MR. F. S. ROLLINSON says the Baltimore professional races were a fizzle, both in a sporting and a financial aspect.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Canton Notes.

Editor Bicycling World:—Canton has only 1,200 inhabitants, and it has taken a year to talk bicycle into them. . . . We have a young Englishman here who has ridden a mile (across the water) in 2.55! He was a member of the Wanderers Club, England, and has some jolly anecdotes and stories to relate; he's going to ride a mile against time soon, and I'll let you know the result. . . . Two horses looked at my brother aboard my machine the other day and then ran away, smashing up a buggy they were attached to; the owners thought I ought to pay damages, but as the rider was not to blame, I differed with him, and have heard nothing since. . . . Broke my pedal shaft yesterday, and am therefore laid up for a few days; I find it an excellent chance to clean up thoroughly. . . . I should like to hear from "Relcycib" of Cleveland. I wonder if he remembers the fine morning we rolled out to the Euclid Avenue House and paralyzed that breakfast table? Speak up, old man, and let a fellow know how your wheel goes round out there since "Sam'l of Posen" was in town. CYCLUS.

CANTON, PA., 11 June, 1882.

Nashua Wheel Club.

Editor Bicycling World:—For some time past the lady friends of this club have had in consideration the matter of presenting a banner with its attendant events, and now all has been completed in about this way: A few evenings since, after one of the club drills, following the bugler's dismount, it was announced at the head of the line that an invitation had been extended to the club to call at the residence of J. F. Wallace, Esq.,—and the affair had been so quietly managed as to prove a surprise to nearly every member; yet all were pleased, and exchanged words plainly indicating their anticipations of something a little extra in the way of treatment and entertainment, as the sequel certainly proved. Arrived at the grounds, a ride was taken under a smiling moon through the circular drives and amidst the luxuriant and rare shrubs and plants. Wheels stacked, presentations made, and a pleasant hour passed in social intercourse, when Miss Lizzie A. Whitney, properly escorted, came among the merry chatters, and in behalf of herself and lady associates, in elegant terms and well-delivered phrases, presented to the club a beautiful silk banner, bearing the name "NASHUA" in gold letters upon a field of white and blue (the club colors). The members were delighted at the graceful manner in which this was performed, and regarded her initials as an honor to our national association, the L. A. W.,—may they

both live long and joyous lives. Our "modest" captain stepped forward and replied for the club, overcome, of course, by the brilliant surroundings in which he found himself. He mentioned the appropriateness of the banner as to its construction, colors, etc., and the inspiration it would give, when at the head of the line, to lofty aspirations and endeavors on the part of every club man, reminding him, as it would, of the fair donors and the pleasant events of the evening; winding up in his usual manner of congratulation to the club for the respect shown its members, and an appeal to hold the same place in the regard of their friends by sustaining the club upon its present high standard. Both speakers were heartily applauded.

The doors of the spacious dining-hall were then thrown open, and the party regaled and refreshed with ice cream, cake, and strawberries, each club man receiving his fair companion's attentions and an elegant bouquet, so thoughtfully constructed as to be attached very easily and readily to our badges, as we had not seen it done before.

Ample justice was done here, and then an adjournment made to the charmingly laid out grounds, where swings, hammocks, croquet, lawn chairs in shaded nooks (for Luna was in her glory), and enchanting strolls were indulged in, when, alas! in the midst of our fleeting joy we were reminded that the hour of parting had arrived, as the carriages called for the ladies; and it was certainly in a doleful and subdued manner that Bugler Hendrick called the assembly,—adieux were exchanged, and one of the happiest events of our history goes upon our records often to be remembered. The occasion was graced by the presence of lady friends from Boston and Lowell, who kindly aided their Nashua associates; and to the managers, Miss Mary F. Wallace and Miss Mary L. King, especial credit is due for the successful manner in which everything was conducted. During the early evening, while the club was on parade, Mr. J. J. Whittemore, our new and popular pharmacist, extended the freedom of his soda fount, and at the word it was attacked, but proved itself exhaustless and conqueror in the contest,—but we shall try it again. NASHOONON.

NASHUA, N. H., 28 June, 1882.

Cleveland.

Editor Bicycling World:—The races of the Cleveland Bicycle Club, which were postponed last year, are now announced for Tuesday, 11 July, when there will be four events, open only to club members, as follows: Half-mile hurdle race, one-mile and half-mile dashes, and hundred-yard slow race. A great deal of interest is taken in them, and members are assiduously practising for them. . . . We had a very pleasant visit from Vice-President Parsons, of Cambridgeport, on 9 June, the only drawback to which was the shortness of his

stay here, which was only about twelve hours. However, eight of the club got out with him for a little spin on that evening and had a very pleasant time. . . . F. P. Root, of the Clevelands, starts for the White Mountains on 5 July, and will have his wheel with him, and expects to do some riding while there. . . . Five riders went to Elyria (thirty miles) last Saturday, the 24th, and started back for here at 4 A. M., but after riding six miles went back and took a train home, but said they had ridden the full distance; they were, however, caught in their little story, and are in disgrace. . . . The Clevelands now have twenty-three members, an increase during the year of thirteen. . . . There will be a grand run from here to Geauga Lake on 4 July, starting at 6 A. M. . . . The Cleveland Bicycle Club received an invitation to take part in the procession here on 4 July, but owing to other engagements declined with thanks. . . . The local club will very soon issue a pamphlet containing the constitution, by-laws, road rules, whistle code, etc. There is talk of forming a bicycle club in Akron, Ohio, very soon, there being about ten riders there at present. Ditto Norwalk and Sandusky. . . . Five of the Clevelands to Rocky River for T. on the 29th. . . . Right here I wish to ask a question which I would like to see answered through your columns; namely, What is the tension on the spokes of an ordinary bicycle? I believe that the tension on the strings of a piano is about twenty-five tons. FLADEE.

CLEVELAND, OHIO, 30 June, 1882.

A "Model's" Reply.

Editor Bicycling World:—Our new treasurer evidently finds his position no sinecure, and receives small favors thankfully; still, as Mr. Byron, a late English poet, says, "Modesty's my fault and pride my foible," and you can therefore, perhaps, imagine my feelings on finding myself held up to the notice of the L. A. W. in the last number of the BICYCLING WORLD as the author of a "model report." Mr. Gilman does me proud by his—excuse my blushes—public acknowledgment of the receipt of our \$7.00; and if he will make his next run from Nashua to New York *via* Peekskill, I will promise to open a bottle of—well, I suppose ink would be the proper thing under the circumstances. He must let me say, though, while I pose as an example, that if all secretaries had but seven members, who always paid their dues promptly, to look after, his reports would probably all be as full as the one from our club. For of the Cortlandt Wheelmen's membership, I can only echo what the little maid in the poem says, "We are seven." Still, it is something that our numerous headers have not as yet lessened our number. We have at last adopted a club uniform, but before that was done each member had suited himself in a costume; which is not to be regretted, perhaps, as our lady friends say that we present a much better appearance

than if all were dressed alike, since now each one can choose the combination she likes the best. We have received our cards for the L. A. W. election, but are puzzled in regard to candidates, having been accustomed like other free-born American citizens to have our tickets filled up for us. But if I wish to be considered a "model" correspondent, I must not make my letters too lengthy; so, wishing the L. A. W. and its official organ long life and prosperity, and begging Mr. Gilman to accept the "continued assurances of my most distinguished regard," I am, D. C. HASBROUCK.

PRESKILL, N. Y., 1 July, 1882.

Signs.

"Then certain of the scribes . . . answered, saying, Master, we would see a sign from thee."

Editor Bicycling World:—I leave your readers to find out the chapter and verse of the text, which was called up by the recent note of the Scribe-in-Chief to we "little tin gods on wheels." But while I humbly yield to his experience in all things, I yet would suggest that a thing worth doing is worth doing well; and that while it is perfectly practicable for the L. A. W. and friends to set up sign-boards all over the rideable part of this land, telling officially how many miles it may be to the next, if only the dwellers in cities will help by pecuniary offerings the dwellers in tents who will after all have to do the work,—I stop here to take breath,—yet that idea falls short of perfection by some inches.

A sign-post is a good thing; so is a small boy—sometimes, on rare intervals of sobriety. But why let it stop at longitude? Why not let it be in reality a *guide-board*? What is to prevent noting the condition of the road? I can imagine a board that shall not be as a head-board to buried hopes and blasted pleasures; one that shall make the League a power in the land, and do more toward bringing the great unattached to a sense of its usefulness than a caravan of consuls. Thusly: in one corner the official guarantee,—the L. A. W. badge, branded in with a hot iron, that weather cannot efface. Then the name of the place, and the distance, for the benefit of the common people, and the future preservation of the board itself on the principle of self-interest. Underneath that, certain letters and figures, that shall be understood of all wheelmen, and published officially in the legal way, describing the road for the space of the above-mentioned distance, after, say, this style: Twinkledom, 10 miles.

18. 2, 3, p. 4h. 5f. 6H. 7, 8, c. 9g. rom.

For a translation of which we would have: First mile, sandy; second and third, pebbles; fourth, slight hills that can be climbed; fifth, fair riding; sixth, hill requiring dismount; seventh and eighth, clay road, good therefore according to season; ninth, gravel; tenth, macadam, at which time you would be approaching Twinkledom.

Now, this means work, and we must count the cost before starting. But if we have boards at all, let us go to the bottom and get all the good from them that can be extracted with a paint brush or a stencil. It will have to be done by the local wheelmen, anyway, and they at least should know their own country well enough to be accurate. This done, we may yet have our perfect map; but given a knowledge of the soil, and the weather-wise wheelman should know its condition. All of which is respectfully submitted to whom it may concern.

J. PARK STREET.

A Run to Point of Pines.

THE Marblehead Bicycle Club—or rather the wicked members of that worthy organization—took a run to the Point of Pines on Sunday, 25 June. Probably bicyclers generally—and those who ventured out in the blazing sun certainly will—remember what an exceedingly warm day it was; but we pedalled laboriously along, panting and perspiring at every pore. We were obliged to take a roundabout way to get to the beach, there being no direct road; so, leaving Lynn, we struck out upon the turnpike, which affords anything but comfortable riding at best, the stones and sand being so plentiful, but with the added drawback of a strong head wind, progression was decidedly difficult. However, we toiled bravely on, our 56-inch man taking the lead, and the others wabbling breathlessly in the rear. After turning from the pike to the beach road, we enjoyed a delightful coast of half a mile, when more sand was encountered. Here we fell in with a squad of wheelmen from East Boston, besides Massachusetts and other club men. We made up a crowd and ploughed through the sand to the entrance of the noted P. of P., where the ubiquitous policeman demanded fifteen cents apiece before entering, and informed us that no one could go in free except people with carriages. (The insult to our favorite carriage, I'm glad to state, was promptly resented.)

Two of the boys then started for a run along the beach, closely followed by the courageous limb of the law, who was about to arrest them for evading toll, when the other bicyclists persuaded him to reconsider his foolish intention, reminding him of the utter absurdity of attempting to stop any one from going upon a beach below high-water mark, also adding (which probably had more effect than anything else) that the provoking bicyclers were members of the great L. A. W., and had the protection of all good wheelmen in the country; therefore any annoyance to them would be summarily dealt with by that mighty association. They were not molested. I hardly know why we had to pay for entering the grounds, unless for the privilege of wading ankle-deep in the gravelled walks and broiling in the sun. We found a clump of scared-looking trees near the water, and lounged in their grateful shade

awhile, getting somewhat "cooled off." It was impossible to keep cool, albeit we imbibed soda and spring water enough to float the proverbial ship. The cafe tempting us to enter, we revelled in Little Neck clams and bluefish until the strains from the band lured us to the piazza, where we listened to the "sacred" concert then being given. The band played charmingly Strauss's and Waldteufel's most pious waltzes, besides selections from "Nabucco," "Patience," and other religious operas, all of which deeply impressed the congregation.

After giving a hasty glance at the various devices for passing a day pleasantly at this resort,—including the bicycle track, which, however, is not yet completed,—we boarded the train, and on reaching Lynn, once more mounted our wheels and flew over the road in the direction of Marblehead. GEESEE.

President Bates at Chicago II.

Editor Bicycling World:—The Chicago water and water works being among the famed celebrities of the place, all the visiting bicyclers were desirous of tasting the water. President Fairfield despatched a committee from the Chicago Club to hunt up some Chicago citizen who had drank it often enough to know how much would be a safe dose to administer. After considerable search, a citizen was found who claimed to have risked it at least once every day. Under his guidance, we tested various samples. It is drawn from nickel-plated tubes, set running by pulling over the handle bar of a nickel-plated pump. The Milwaukee Club said it is n't near so good as theirs; but it was voted excellent by the Eastern men. Some of us thought the Chicago citizen had made a mistake, but he gravely assured us that this was the only water in general use for drinking purposes in Chicago. If we wanted to try the other kind, we would find specimens in laundries, bath-rooms, and horse stables.

During the grand procession, on our arrival at the park, we halted, and were provided with lemonade. This lemonade was a tremendous surprise to the New York, Cincinnati, St. Louis, and some other clubs. This lemonade was built with real lemons, fine sugar, clear ice, and pure water. The astonishment of clubs from cities where lemonade is never constructed of these materials, on account of traditions that they are unhealthy, was a touching spectacle. The New York Club took a written recipe, and announced their intention to introduce the novelty in their city, if not forbidden by the authorities. The Cincinnati Club shed tears in unison, on a signal from their bugler, in sorrow for having missed such a luxury all their lives. The St. Louis Club, with a heroic effort, regained their normal unfaith in anything made in Chicago, and passed a resolution unanimously, declaring that

Whereas, The mysterious and delicious concoction we have this day imbibed is

presented by the Chicago Club under the familiar name of lemonade ; and

Whereas, Nothing by the name of lemonade ever concocted in St. Louis or its vicinity resembles this magical and delightful beverage in color, taste, flavor, coolness, or smell : therefore

Resolved, That we do not believe that it is lemonade, or that it was made in Chicago, but we hereby record our opinion that it is probably some nectarious compound imported into Chicago from some foreign country for this particular occasion; and the same with intent to deceive the wheelmen of the country into a false belief that Chicago is really capable of producing something good.

Tuesday afternoon I visited the marine bicycles, with the captain of my club; a rain shower and squall were just beginning. The marine bicycles were outside of the breakwater, where Lake Michigan was rolling turbulent waves against the sea-wall. I was invited to ride one of the marine bicycles ; but as I had tried them before, I declined in favor of my captain, who was just dying to try them. He got aboard just as it began to rain and blow harder, and I sought a shelter and watched him. The waves were really about three and a half feet high ; but when the captain got clear of the breakwater, and out on the lake, where the surges swept clear over his narrow shells, fore and aft, the situation looked to him very utterly too too. He has privately assured me that he could distinctly feel the boats touch bottom (the lake is only fifty feet deep there) when he sank into the trough of the sea; and that when he mounted the top of a rolling swell, he could look right down on the streets of Chicago as from the top of a mountain, and see the big holes in the pavements. But he was delighted with the machine. Notwithstanding the rolling sea, he did not so much as wet his feet ; and the machine was easily manageable, and perfectly safe in any and every position. This invention is destined, I think, to have a very large sale on our lakes. It is just the thing for fishing and duck-hunting, and will be used by hundreds for business as well as pleasure. But I strongly advise the manufacturers to construct their shells of some better and more durable material than white pine. If they can make a contract with the Racine Canoe Company, or can get the use of their Racine patents, and make the shells of durable three-ply veneer sheets of the very best wood, copper fastened, extra light and extra strong, the great lakes will furnish the best market of any region on this continent, as soon as their boats are fairly introduced and generally known. To accomplish this now, active agents should exhibit the boats at our principal ports. Michigan has the greatest extent of sea-coast of any State in the Union ; and the Canadas, New York, Pennsylvania, Ohio, Indiana, Illinois, Wisconsin, and Minnesota all have sea-coasts on the lakes, with bays, inlets, harbors, rivers, and streams, the very paradise of

hunters, fishers, and boating men. Then Illinois, Wisconsin, Minnesota, and Michigan are fairly dotted over with small lakes, and veined with large and small rivers. Almost every town on the lakes has its ducking and fishing clubs, with boat-houses, grounds, and summer hotels for sportsmen.

With deep regret I was compelled to forego attending the banquet, my business absolutely requiring me to return home in season to reach Detroit Wednesday morning, thus losing one of the most enjoyable features of the meet. I can only hope that some of my brother wheelmen whom I should have been delighted to meet in that social gathering remembered kindly an absent brother, whose warmest good wishes remained with them. I hope to meet all of them next year under happier auspices for myself. Meanwhile I can only say, through the *WORLD*, God bless every brother of the League, and may all their runs be pleasantness, and all their meets be peace! B.

Some Practical Hints to our Wheel Importers.

THE bicycle and tricycle trade in this country occupies a peculiar position. It is an infant industry, dating back at the furthest only about four and a half years. The peculiarity of its position lies, however, not in this fact, but in the relation which the foreign manufacture and trade bear to it. At a rough estimate, there are four hundred varieties of bicycles made in Europe, and two hundred of tricycles. The industry was fairly established twelve years ago ; during the last third of this period it has assumed vast proportions, and may now be ranked as one of the foremost machine industries of Great Britain. Every convenience for wheelmen's comfort, every improvement in pattern and detail of machine, are continually appearing upon the European market. Now, for causes well known to the majority of American wheelmen, and which it is not the writer's intention to discuss, these improvements in machines and accessories do not appear in our list of home manufactures. Upon the importers, then, falls the duty of supplying the large and increasing demand of our expert riders for this class of goods. How do they do this? Let the reader suppose an instance: A., who has, through a sad experience with home-made machines, or an intelligent study of "Sturmeys Indispensable," decided to procure a first-class mount with such "fixin's" as his taste desires, looks about him to find a party who makes it a business to import what he wants, or else, having already imported them, is willing to supply him. His address, accompanied by a three-cent stamp, brings in return a large illustrated price-list, offering for sale every conceivable article for wheelmen's use, from a sociable tricycle to a Thackray washer. Overjoyed at such a mine of riches, A. innocently makes out a list of what he wants, sends

the order to the importer, receives a brief acknowledgment to the effect that his order has been "booked," and waits. After waiting a reasonable time, he writes a mild letter of inquiry, and is then informed that unfortunately they are out of what he ordered, but expect an invoice by next steamer. An entire fleet arrives (in rotation): he writes again. The machine is just ready to be shipped to him. Finally it arrives, is eagerly uncased, and A. finds to his vexation that it is not at all what he ordered. Maybe it is a last year's pattern, or the finish is different from that which he desired, or the fitting together is carelessly done. Then he unwraps his sundries: one half of them are of an entirely different pattern from the list, the rest are missing. It is small satisfaction to our disgusted 'cyclist to find that one thing is right, — the bill. This is no fancy sketch: hundreds of American wheelmen can corroborate it, and they should make a stand against the petty impositions and annoyances to which they are subjected. A catalogue that advertises an article that cannot or will not be furnished is a lie, and its publishers should be rated accordingly. The worn excuse of lack of promptness and accuracy on the part of the foreign makers will no longer hold good. English manufacturers are anxious to cater to the American trade, and will make every effort to supply it. Neither would they allow their machines to depreciate in quality (as they have done in numerous instances) if our importers refused to accept goods that were not up to sample. There is manifest room for improvement in the methods of wheel importation. Let those engaged in it bear in mind the inevitable result of a continuance of the present state of affairs. IXION.

THERE is complaint that the new Singer & Co. pedal is defective, in that the rubber cushions push through under heavy pressure on rough roads or hill-climbing.

The rubbers on pedals, and especially the "Hancock" non-slipping rubbers, show an annoying tendency to turn on the pins. Why not have the pins made three-cornered? Simply cementing is not reliable, and the extra expense of triangular or square cores would be trifling.

THE New York *Sunday Courier* notes: The Kings County wheelmen are enjoying unusual prosperity, when a club can turn out thirty members on a run.... Frank Howard is summering at Ithaca, and writes to his club that he will shortly ride against Cornell's fast time. ... Remember that your wheel will rust in salt air, and whenever salt water touches it — even nickel won't save it — paint all over is the only remedy.... Rev. Dr. Brown, Dr. Beckwith, Thos. Smith, and Elliott Mason, of the Citizens' Club, spent Thursday at Orange, on their wheels. The party rode about fifty miles through the Oranges, Montclair, etc., and report a delightful trip.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

HUDSON BI. CLUB (New).—Arthur Gifford, H. R. Bryan, Chas. McArthur, Chas. Gifford, Herbert Dubois, Frank S. Stott, — all of Hudson, N. Y.

ADDITIONAL.—Candidate from the Hudson Bicycle Club to the L. A. W.: Joshua Reynolds, Hudson, N. Y.

CONNECTICUT BI. CLUB.—Additional: William H. Champlin, 219 Park street; Louis D. Hitchcock, 1183 Broad street; Charles G. Huntington, 149 Albany avenue; Edward L. Purdy, Trinity College, all of Hartford, Conn.

CINCINNATI BI. CLUB.—Additional: Fred Kinsey, 38 and 40 Vine street; Richard Zahn, S. W. corner 3d and Vine streets; Geo. F. Dieterle, 49 Sycamore street; Warner E. Galway, 125 W. 7th street; Hiram DeCamp, 25 Wesley avenue; Geo. Keck, Grandin Road, E. Walnut Hills; Wm. A. Hall, 347 Longworth street; John W. Innes, 101 Walnut street; M. M. Shoemaker, No. 381 W. 4th street, — all of Cincinnati, Ohio.

CLEVELAND BI. CLUB.—Additional: J. D. Climo, 28 Canal street; H. W. Avery, 693 Euclid avenue; C. W. Norman, 57 River street; H. W. Forward, 323 Euclid avenue; Geo. Collister, 147 Ontario street; G. H. Potter, 319 Euclid avenue; Herbert Biddle, 2488 Broadway; J. D. Perch, 323 Euclid avenue; Robert Price, Fifth avenue; Herbert Solloway, Euclid, near Madison street; A. E. Spracklin, 422 St. Clair street; Allan Hathaway, Sawyer street; F. P. Brown, 9 City Hall Building, — all of Cleveland, Ohio.

NEW HAVEN BI. CLUB.—Additional: Robert Christie, F. A. Park, M. R. Durham, H. C. Talbot, Chester Thorne, D. J. Canary, A. G. Hohenstein, N. P. Tyler, — all of New Haven, Conn.

SCRANTON BI. CLUB.—Additional: James A. Fuller, J. A. Spencer, and Geo. L. Mayer, — all of Scranton, Pa.

ZANESVILLE BI. CLUB (New).—W. H. Beaumont, Wallace F. Baush, Andy H. Herdman, K. M. Baush, Norwood Chandler, Chas. Stolzenbaugh, Geo. Brown, William Bell, Capt. Grant, Willis H. Graham, H. A. Sharp, — all of Zanesville, Ohio.

MILWAUKEE BI. CLUB.—Additional: Frank O. Magie, care of J. Magie; F. C. Bohri, care of Fifth Ward Bank; B. F. Adler, care of David Adler & Sons; Thos. Camp, care of First National Bank; Edwin Oliver, care of J. B. Oliver & Co.; Jas. P. Brown, 112 Mason street, — all of Milwaukee, Wis. August Rintelman, 819 Galena street, joined L. A. W. in May as unattached rider.

MARIETTA BI. CLUB (New).—Dr. H. M. Alexander, John P. Carroll, Victor M. Haldeman, Chas. S. Spangler, Clayton E. Musser, Samuel B. Gramm, John P. Libhart, Byron Lindemuth, Benton G. Hipple, — all of Marietta, Pa.

MANCHESTER BI. CLUB.—Additional: Clarence H. Wilkins, 859 Elm street; Park H. Kelley, 879 Elm street; Judson E. Lane, 66 Hanover street; Perry H. Dow, Water street; Thomas R. Varick, 537 Union street; Moses Sheriff, 24 M. P. W. Block; Will Berry, 559 Maple street; Frank Moulton, 211 Bridge street, — all of Manchester, N. H. Will H. Chase, North Weare, N. H.

ROCKINGHAM BI. CLUB, PORTSMOUTH, N. H.—Additional: Arthur G. Brewster, Goodwin E. Philbrick, Edward W. Hilton, — all of Portsmouth, N. H.; Archie L. Jenness, Rye, N. H.

BOSTON BI. CLUB.—Additional: M. J. Gilman, So. Boston; H. D. Hutchinson, 60 Chatham street, Boston; E. M. Nelson, Lowell, Mass.

UNATTACHED.—A. W. Hooper, P. O. Drawer 81, New Haven, Conn.; Geo. W. Alexander, Port Huron, Mich.; Frank H. Hardwick, Braintree, Mass.; Fred A. Fielding, 128 Central street, Lowell, Mass.; Edward Mitchell, 133 Wooster street, New Haven, Conn.; M. D. Currier, Lawrence, Mass.; J. T. Schermerhorn, Box 1067, Schenectady, N. Y.; John Barclay, 269 Vine street, Cincinnati, Ohio; John Steward, Frankford avenue, Philadelphia, Pa.

Notice to League Members.

It was decided at the League Meeting in Chicago on 30 May that the election of State officers for the present year was to be held in June, under the rule of the new constitution as adopted at that meeting.

There being a few days' delay in issuing voting slips, the polls did not open until 15 June, and will close thirty days from

that date, viz., 15 July. No ballots received after this date can be counted.

No one is entitled to vote who was not a League member on 15 June. Ballots and instructions were sent to every wheelman whose name was on the membership list of the League on the 15th inst.; and if any member has failed to receive his ballot, he should notify the undersigned at once, and a duplicate slip will be forwarded.

After the committee on rights and privileges have sorted and counted the votes, their report will be made to the president, who will officially declare the result of the election.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

NEW YORK, 30 June, 1882.

CURRENTE CALAMO

SEND in your accounts of Fourth of July races.

HALF A DOZEN Chelsea wheelmen assisted in the Lynn parade last Tuesday.

WILL R. PITMAN managed to bear off one first and one second medal in the Boston City events Tuesday.

SIX bicyclers in fancy costume led the East Boston "Antique and Horrible" procession, Independence Day.

C. R. PERCIVAL says he is sending many D. H. F. Premiers West and South, and especially to Pennsylvania.

CHARLES JENKINS of Louisville begins to boom as a Western fast man, and N. G. Crawford, for a new man, showed up well also.

SEVERAL members of the Missouri Bicycle Club were to compete for prizes offered by the fair association at St. Louis, Independence Day.

MR. J. S. PRINCE has sent us a fine photograph of himself and machine taken while in Baltimore. F. S. Rollinson also sent us his photo.

PARTIES in Louisville, Ky., are endeavoring to arrange an international bicycle tournament to take place in that city some time during the present month.

BEFORE the Chicago orders for ladies' tricycles can be filled, it has been found that it will be necessary to get out new pedals of an enlarged and much broader pattern.

F. S. ROLLINSON was pretty severely bruised by his fall last Tuesday, and will not ride any more for the present; nor is he open to race challenges for fulfillment in the near future.

CHARLES L. CLARK, of the Boston and Newton Bicycle Clubs, has just purchased of the Cunningham Company a Rudge machine, and Granger Farrington has taken unto himself a Humber.

"PREMIER BIROTUS" of the Cincinnati has sent us a copy of the Cincinnati *Commercial*, containing a lively and well-

written account of a twenty-five-mile moonlight run made with a comrade last September.

If the *Louisville Commercial* don't print its "Bicycle Notes" in its Sunday edition, or else send us a copy of the daily which contains them, an estrangement and possibly ill-feeling is likely to be engendered between us.

A CORRESPONDENT of the *Cyclist* suggests that it would add to the value of notices of hill-climbing feats if the writers would state the throw of crank of machine ridden, size of wheel, and if a tricycle, to what extent it is geared up or down.

THE extreme ignorance of some of our general sporting contemporaries of things bicyclic is perfectly alarming, not to say disgusting; and the innocent way in which some of them print everything they are told is not productive of much good, nor does it improve the standing of such papers.

GILMAN N. PERKINS and W. D. Paul of the Rochester (N. Y.) Bicycle Club, were in Boston last week, stopping at the Parker House. Mr. Perkins was here for examination for entrance to Harvard, and during their stay the young men improved their opportunities for enjoyment of the splendid bicycling roads of Eastern Massachusetts.

THE Washington *Oarsman* says that for a bicyclist riding his machine across the Aqueduct Bridge, the toll is five cents, as for a horse and rider; if he walks and pushes it over, the charge is twelve cents; but if he walks and carries the wheel on his back, it will only cost him two cents. Ah! wheelmen there ought to join the L. A. W., so as to obtain uniform and more accommodating rates.

PRESIDENT GARVEY of the Missouri Bicycle Club has scored another prize. It weighed ten pounds, and its front wheels are "Lytton Forbes." It has but one spoke, and that's a screecher. It will be a quadricycle for the present. The backbone is invisible, but will no doubt be speedily apparent when it don't find a smooth road. The club has admitted it as an honorary but very active member.

VICE-PRESIDENT PARSONS wishes us to call the attention of L. A. W. members to the fact that the polls for the mail vote for State officers close on the 15th inst., instead of the 10th, as announced in his letter last week, the time having been extended. *No votes received after midnight of 15 July, by either Mr. Putnam or himself, will be counted.* It is greatly to be hoped that every League member will vote, if possible. If any member should not have voting blanks, it will be perfectly legitimate to prepare his ballot on ordinary writing paper.

OUR readers are reminded that the "League Hand-Book" now being fur-

nished through this office and by Secretary Putnam does not contain the revised constitution and rules as adopted at Chicago, and is valuable only as containing a list of directors, consuls, and members up to June 1, 1881. As such, it is being sold at half-price, — fifteen cents. The revised edition will probably be issued in the fall. Meantime, those desiring a copy of the new rules will find them complete in the special number of the *BICYCLING WORLD* for 16 June, as announced in our L. A. W. department.

IN the bicycle race in Brockton, Mass., 4 July, best two in three, mile heats, prize, silver ice pitcher, only two starters appeared, — W. H. Johnson of Brockton and W. E. Trufant of Arlington. The first heat was won by Trufant. Time, 3.21. The rain caused the postponement of other heats.

ONE of the things to be remarked on the streets of London is the numerous bicycles. They are quite the fashion, not to say the rage, just now. One meets them everywhere. Many of them are elegant and costly. Their right to the street is recognized, as well and as much as that of any other vehicle. In the evening they carry a blue light. The manner of riding them has evidently been made a study, for the riders sit gracefully, and seem to drive them with great ease. There was an exhibition of bicycles and bicycle riding this week at Hampton Court, and a procession was formed numbering 2,350 bicycles with their riders. The procession was five miles long, two abreast. You can perhaps imagine the fine sight presented by such a procession, all the men experienced riders, all the bicycles of the most elegant kind, and all the riders in uniform. Then there was a great race, over a course of one hundred miles, the course being from London to Bath. Twenty-four men entered the race, and of these fourteen made the distance of one hundred miles in nine hours, and two made the distance in seven and one half hours. It has become with the young men a favorite mode of travel, and tours are being made by them to every part of England every week. What the donkey is to Egypt the bicycle is becoming to England. — *Correspondence Philadelphia Paper.*

THE difficulty of propelling tricycles up-hill, which formerly militated against their general adoption, is now fairly overcome. It was long ago seen that it would be most desirable for hill-climbing purposes to be able to substitute power for speed when ascending inclines, and several clumsy attempts to accomplish this were made; but the heavy, cumbersome differential gear applied was too complicated and too easily disarranged to meet with much favor among wheelmen, and moreover the great cost of the machines prevented their general adoption. Now, however, there are two or three ingenious arrangements by which a turn of the wrist will change speed for power, and

vice versa. All the best tricycles are now fitted with the latest bicycle improvements, such as ball bearings to all wheels, etc.; and when I mention that I have seen a tricycle driven at the rate of fifteen miles per hour, it will be seen that the modern tricycle is no mean competitor of the bicycle, while its greater safety and baggage-carrying capabilities mark it out as the favorite travelling vehicle. Last year the Prince of Wales made tricycling very popular by purchasing a Salvo for his own use; and the Duke of Teck and other members of the royal family having copied his example, a regular rage for three-wheelers has set in. There are about sixty distinct makes now to be had, and the number is increasing daily. "Sociable" machines to carry two, three, four, and even more riders are also to be had. The government has recognized the utility of the tricycle by supplying machines to many country mail-carriers; and in short, the three-wheeled machine bids fair to eclipse its two-wheeled rival in popularity. Nearly twenty five per cent of the riders are ladies. — *Philadelphia Telegraph.*

A NUMBER of bicyclists and representatives of the various bicycle clubs of this city and Germantown met in Horticultural Hall last evening to make the preliminary arrangements for a grand meet on the 26th of next October, at the Bicentennial Exhibition. H. C. Blair presided. It was stated that the bicycles could not be run on our streets, owing to the manner in which they are paved, and in view of this a parade was considered impossible. It was suggested, however, that there be a turnout in the park of all the bicyclists in the city on that day, and if the Bicentennial Association provided suitable grounds, the display could be made very interesting by a series of races between the different bicycle riders. It was thought that probably the projected concourse in the park would be completed by that time, and the races could take place on it. After the matter had been thoroughly discussed, a committee, consisting of Howard R. Lewis of the Philadelphia Club, G. D. Gideon of the Germantown Club, and E. C. Howell, C. M. Miller, and Arthur McOwen, unattached bicyclists, was appointed to consult with the Bicentennial Committee in regard to the matter, and to report at another meeting, which will be held in the latter part of next week. — *Philadelphia North American.*

AMONG the measures introduced in Congress affecting the patent laws is House Bill 4,667, to protect an innocent user of a patented article. The bill provides that no action for damages or proceedings in equity shall be sustained, nor the party held liable under Section 4,919 or 4,021 of United States Revised Statutes, for the use of any patented article or device, when it shall appear on the trial that the defendant in such action or proceeding purchased said article for a valuable consideration in the open market.

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TRICYCLING JOURNAL.—Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882. by Henry Sturme, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents; by mail, sixty-five cents. E. C. HODGES & CO.

CYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturme. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

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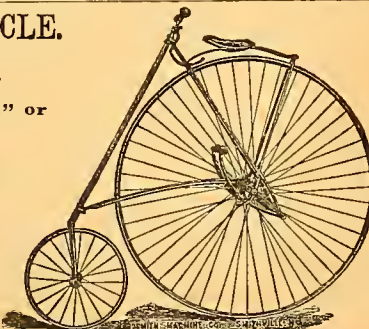
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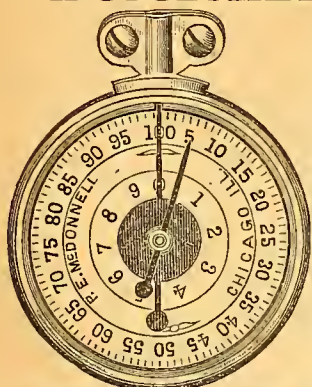
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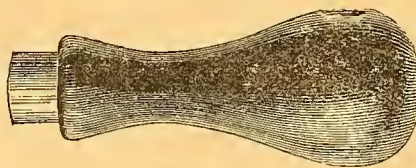
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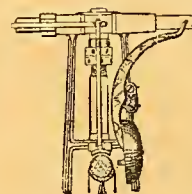
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FOR SALE.—A 56-inch Special Challenge, very easy running, and in excellent condition. Will be shown by H. P. ROBINSON, 95 Arch street.

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Exact Size.



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SEND 30 CENTS AND GET FIFTEEN bevel-edge crescent and turned-corner gilt-edge cards with your name and new League badge neatly printed on, to JAMES A. SPEAD, South Newmarket, N. H.

MAP OF MASSACHUSETTS showing post roads, distances between places, etc., mounted on rollers, 75 cents; unmounted, 50 cents; postage prepaid. A. BASSETT, care BICYCLING WORLD.

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Pat. Adjustable Bicycle Saddle.

This is positively the best saddle made. It combines comfort, durability, and neatness, and is easily adjusted by means of a turnbuckle located in the bottom of the frame, and is well ventilated. Liberal discount to agents. Send for circular.

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NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Answers to Correspondents.

D. E. B., SPRINGFIELD, O.—A League club can give exhibitions, hold race competitions, etc., at fairs, picnics, and other public places, and receive gate money therefor, to be held or expended for club purposes, provided such competitions are conducted in accordance with the L. A. W. rules.

C. M. S., BELLEFONTAINE, O.—The "Tricyclist's Indispensable Hand-Book" and the "Tricyclist's Vade Mecum," both advertised elsewhere in our columns, and for sale by us, will give you all information about the size and construction of tricycles, together with cost and other details.

B. S. C., LOUISVILLE, KY.—Thank you for the promptness and excellence of your favor.

CYCLUS, CANTON, PA.—The N. Y. Herald man probably mistook half-mile time for mile time. Mr. Prince gave us the account and said the time was too slow to be worth recording; so we said nothing of it.

G. E. P., WARSAW, N. Y.—The advantages of joining the L. A. W. have been so frequently descanted upon in the columns of the WORLD at different times in the last two years that we do not care to go into the matter again at present. To any one able to read the report of the business meeting of the League held 30 May last, together with the revised rules, both published in our issue of 16 June, the advantages of joining should be obvious.

H. H. McD., POTSDAM, N. Y.—We should think the Invincible Roadster will answer your needs. Consult the Cunningham Company.

C. P. S., BOSTON, MASS.—When we wrote the item you refer to, we were under the impression that we had already published the new racing rules.

C. A. H., OF CADIZ, O., wants to know if any one can give a recipe for making a cleansing compound for nickel plate.

CYCLUS, CANTON, PA.—It is difficult to say to what extent the bicycle is used for practical purposes. We, in our reportorial capacity find it very convenient in communicating with several towns and cities in our circuit, and twice daily in traversing the mile intervening between our residence and the Boston and Chelsea Ferry. Vice-President Parsons, of the L. A. W., has put it to practical use in his business, both summer and winter for four years; and we know of many more Boston business men whose homes are from three to six or eight miles away who invariably in good weather use it to and fro. With respect to training, Cortis's "Principles of Training," just received here, will give you all desirable information.

F. P. S., LEXINGTON, KY.—Either early spring or late fall is the best time to lay a race track, when there is plenty of water to settle it permanently. Prof. F. S. Rollinson, gives us the following for a first-class race path: First, a bed of common red clay all around; then broken brickbats and large cinders, which should be well watered; next, three inches deep of finely sieved ashes and cinders well rolled and watered. The course should be elliptical in form, not less than fifteen feet wide outside the mile line, and the pole not more than three feet inside the mile line. The corners should be slightly raised outside, say about four inches. This would make an excellent track, and should be subsequently rolled occasionally to keep in good condition. The cost, you can estimate better than we; but, from the conditions you state, we judge it should not cost over \$400.

THE Boston Sunday Courier has recently come out in a brand new summer suit, of rich material and elegant but modest pattern, the figures of which it will be a pleasure and a benefit to study.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

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Three months ".....	.60

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WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 14 JULY, 1882.

PAINT AND NICKEL.

WITHOUT doubt nickel-plating is the most beautiful finish for bicycles; and the brilliant flashing of the wheels, as they speed along in the sunlight, is an important factor in attracting favoring attention to the pastime. But besides the extra expense of the first purchase, one needs to be very nearly rich, if he lives near the coast, in order to have leisure or hire a man to keep the polish in creditable condition; for as the machine is ordinarily plated, nickel will hardly preserve the iron or steel from the insidious attacks of the saline atmosphere, let alone the more direct and speedy action of the salt-water itself. Why need you get any salt water on the machine, you ask? Well, if you live in a town or city of any enterprise, one that

gives the public the benefits of the sprinkling carts, you have no need to run your wheels along wave-washed beaches to get a spattering which will entail a good two hours' after-ride scouring and sweating on a hot day; for the economic water-cart contractor *will* draw his supply of dust suppressor from the briny deep; and as it costs him nothing but the trouble of getting, he is correspondingly generous in flooding the streets with his salted stock. Now the mud which the moving wheels gather and hold or fling upon the lower parts of the machine, if not carefully and speedily removed, hardens like cement, and the salt is absorbed through the plating, and permanent rust stains will be the result. Paint, however, more effectually resists this action of the salt; and a machine properly painted may traverse beaches and watered streets with impunity, and are easily sponged clean in a few minutes. Therefore, we recommend to seashore wheelmen of moderate means and limited leisure that they have the fellows, spokes, hubs, forks, and backbones of their machines painted, leaving only the heads, handle bars and saddle springs bright and nickelled. If painted by experienced and skilful ornamental artists, the machines can be made to look as elegant and attractive as handsome carriages, and will not appear cheap or unsuitable for dress parade and display. We had our machine painted all over last season, and found no inconvenience in keeping it clean. This season we are riding a half-painted and half-nickelled machine, and a tricycle, also, similarly finished; and, although neither have been near the beaches, the spokes and hubs of both are spotted with rust stains caused by the street sprinkling, and now nothing but paint will remedy the defect. Paint your machines; for the streets must be watered and beaches are attractive, and one does not wish to spend an hour or two cleaning his wheels after a ride.

BE COURTEOUS.

WHILE we frequently hear reports from various sections of the country of contemptuous and contemptible conduct by prejudiced persons towards unassuming and inoffensive wheelmen, we cannot but congratulate ourselves that our lot is cast in a community where contempt for or disrespect to wheelmen is a rare exception. As a rule, bicyclers in this vicinity have from the start received re-

spect, courtesy, and encouragement from all respectable classes, whether pedestrians or horsemen. The equal rights of the road have been tacitly and ungrudgingly conceded; and, except in very infrequent instances, drivers have considerately and voluntarily yielded us the best side of the path. Dogs, street gamins, and "hoodlums" have been the only malicious obstructors to the pleasures of wheeling. At first, this courtesy towards our wheelmen was duly appreciated and reciprocated, and especial pains taken by them to more than deserve it by exercising over-care in passing horses, and to avoid startling pedestrians. But now that bicycling has become a success and a fixture, and its devotees have come to form no inconsiderable portion of those who traverse our highways, we more frequently hear complaints of rudeness and aggressions *by* them towards non-bicyclers. It would seem that, with the assurance of equal rights, and a recognized standing as legitimate users of the highway, some bicyclers are becoming arrogant, assuming, and rude. They claim more than their share of the road, they exhibit neither care nor courtesy in passing other vehicles, they endeavor to exercise larger liberty, and to exact extra and unwarranted privileges, because they are bicyclers; and, in this way, they are getting themselves disliked. Last week we published a communication from a valued correspondent, briefly recounting a run to "Point of Pines," — the new pleasure resort at Chelsea Beach, — in which he facetiously describes some little difficulty the party had about entering the "grounds" by way of the beach. Now, we do not suppose our friends would seriously demur at the payment of fifteen cents which the Pines' proprietors charge for admission to their premises, while without doubt they had a perfect right to traverse the beach below tide water free. But it is not to be presumed that either wheelmen or others are coming from a distance just to traverse the few rods of sand that front the "grounds," and end the beach. On the contrary, it is to be presumed that they will speedily seek the higher level, to "lounge in the grateful shade" of the "scared-looking trees"; and this would be trespass on the part of the two who passed the guard without paying; and, as it would be both expensive and inconvenient to place guards along the whole water line of the grounds to collect its

dues, the company judiciously and economically stationed one at the entrance, for its and the public's convenience. It certainly has a right to charge an admission fee to its grounds; and, if it should prove unprofitable, the company will be the first to discover it. Meantime, we hope all wheelmen, at least, who wish to visit this or any other resort, will endeavor to conform to the rules, whether satisfactory or not, and so demean themselves as to throw no discredit on our pastime through arrogance. This article is not intended specially for the instance we have cited (and which we have cited only because of its recentness), and about which there was nothing particularly bad; but we are constantly hearing complaints, from drivers of carriages and others, of insolence and obtrusiveness of bicyclers on the highway and elsewhere, which all true lovers of the wheel should do their utmost to discountenance by both word and example.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

MIDDLESEX BI. CLUB.—The Middlesex Bicycle Club of Malden, made a trip to Salem on Independence Day, going and returning *via* Swampscott. At Salem, a most bountiful repast was enjoyed at the Essex House; and, after a short time spent in viewing the varied attractions of "ye ancient city," the return trip was made in good order, and without accident or incident of special note. The club was favored by the presence of two bright bugles, one in the hands of our youngest member, and the other the property of "ye fisherman of Ipswich." S. H. F.

HUDSON-ON-THE-HUDSON BI. CLUB.—The organization of the "Hudson-on-the-Hudson Bicycle Club," was completed 2 June, 1882, with a membership of seven wheelmen. The following officers were chosen: Charles Gifford, president; H. R. Bryan, captain; Arthur Gifford, secretary and treasurer. We sincerely hope that any wheelmen passing through our city will make themselves known to the club. ARTHUR GIFFORD, *Sec. H. B. C.*
HUDSON, N. Y., 6 July, 1882.

WORCESTER BI. CLUB.—At the semi-annual meeting of the Worcester Bicycle Club, held last evening, the old board of officers were elected for the ensuing six months, as follows: President, Waldo Lincoln; captain, F. S. Pratt; sub-captain, A. W. Darling; secretary and treasurer, E. F. Tolman. The committee on uniforms reported the following, which was adopted, as the uniform of the

club: green velveteen coat, gray corduroy breeches, white flannel shirt, gray stockings, low black shoes, straw hat. Considerable discussion was had about L. A. W. matters, officers, etc. A committee of consultation was appointed to act with the *Æolus* Club in management of the Annual Meet of New England Clubs at New England Fair, 5 September next.

F. F. TOLMAN, *Sec.*

WORCESTER, MASS., 7 July, 1882.

AYLMER BI. CLUB.—Several members of the Aylmer Bicycle Club, together with members of St. Thomas, London, and Brantford clubs intend taking a trip to Buffalo, leaving Aylmer on the morning of 17th July, making Norwichville for dinner and Brantford over night. On Tuesday, Hamilton for dinner and St. Catherine's over night. Wednesday, Niagara Falls for dinner and Buffalo at night. All touring wheelmen who may be passing through this way are cordially invited to join with us, as well as any others who can do so. We want to make this one of the most enjoyable trips of the season, and would like to have as large a party as possible.

PERCY DOOLITTLE,
Captain Aylmer Bi. Club.

AYLMER, ONT., 7 July, 1882.

XENIA BI. CLUB.—The Xenia (Ohio) Bicycle Club has fourteen members, and is one of the most active and prosperous clubs in Ohio. The club as a body voted at its last meeting to join the L. A. W. On the 4th of July they made a run, accompanied by a large delegation of the Cincinnati, and one or two from London, Ont., and Spring Valley, to Yellow Springs, where the Champion City Club of Springfield was encamped. About twenty comprised the party, which was expected to be much larger, but the day opened rainy in that section, which deterred a number from venturing out. Notwithstanding the wet, they made a most enjoyable run, and participated in the sports attendant on their visit to the Champion City Club, comprising a parade, fancy riding, etc.

THE Brunswick Bicycle Club, of New Brunswick, N. J., took its second annual club run on the 4th inst., through Newark, Roseville, Orange Montclair, and over the Orange Mountains, having a very enjoyable trip, except that the members were forced to return in a drenching rain.

THE Hudson (N. Y.) Bicycle Club will ride to Kinderhook Saturday, 22 July dining at the lake, and extends a cordial invitation to all wheelmen in the vicinity or elsewhere who can make it convenient to participate in the run.

RACES

SPRINGFIELD, MASS., 4 JULY.—The bicycle events at Hampden Park, 4 July, under the auspices of the Springfield Bicycle Club, were somewhat marred by the rain, which fell there a little ear-

lier than on the coast; nevertheless, a very interesting and successful series of races occurred. In morning a competitive club drill took place, in which the Springfield, Columbia of Attleboro, Marlboro. Holyoke, Framingham, Connecticut, New Haven, Natick, Westfield, and Chicopee Falls Clubs were represented. The prize was a silk banner, and was awarded to the home club.

The *Republican* gives the following interesting description of the afternoon races: "Then followed contests without a parallel, in that a long series of races were successfully carried out regardless of heavy rains and a sticky track. The crowd, which was undiminished throughout the afternoon, kept itself warm with cheering, but was hardly manageable, in part, while rum-inspired men were numerous and funny. The grand stand was full and dry, but many enthusiasts struggled about in the mud between the heats. Some forty-five or fifty bicyclists, clubmen and 'unattached,' clad in blue, green, white, buff and skin-color, mounted in line and gave a preliminary parade around the track, and the one-mile race was called. E. C. Dumbleton of this city, E. C. Clarke of Holyoke, and E. B. Ashcroft of Chicopee, were the judges throughout, and E. A. and E. C. Whipple and E. C. Dumbleton were timers. In all the races, though a score had entered, but three or four were found to brave the rain and track. J. Q. Hatch of Boston, L. Morse of North Attleboro, and Arthur P. Curtis of Marlboro darted off through the wet in the first heat, with varying success along the back-stretch, being bunched at the three-quarters pole; but Hatch readily pushed ahead, and ended in 3m. 18s., a rod ahead of Morse, with Curtis not far behind: but the latter withdrew, and Hatch took the winning heat and a \$50 vase, leading easily and passing the wire with a good lead in 4.01. Morse's time was 4.06½, and he received a \$30 vase. The race in two-mile heats proved more exciting, L. B. Hamilton of Waterbury, a member of the New Haven Bicycle Club, Charles Carpenter of the North Attleboro Club, William Norton of Natick, and E. W. Herrick of Northampton entering. They were greeted with a sudden burst of water but pushed off. Near the start Norton's wheel slipped sideways and he went into the clay, but was soon up and after Carpenter, Herrick, and Hamilton, who were beginning the turn in the order named. Thus they passed the mile and another half, when Hamilton had shot up along the back stretch, which afterward proved his favorite ground, and the muddled Norton had made up the lost distance and pedaled into the group, who were digging through a specially mucky place near the stables. Carpenter sturdily pushed down the home-stretch and under the wire in 8.32½; but Norton, who seemed sure of the second place, was unexpectedly left behind by a brilliant spurt of Hamilton's, while almost home, and the latter ended in 8.42½; Norton,

8.43, with Herrick slowly following. The latter withdrew from the second heat and Norton led till the half-mile, when Carpenter closed and passed, making the mile thus with Hamilton lagging. The latter then closed up rapidly on the back-stretch, but the race and the \$75 ice-water set went to Carpenter in 8.14, with Norton crowding him down the stretch in 8.14½, Hamilton not far behind. Hamilton and Norton then ran a heat for the second prize, Norton leading for a mile and a half; but Hamilton bent forward his body on the second quarter, closing up rapidly and pushing his rival around the upper turn and down the stretch, so that his wheel was again whirled ahead in a sudden closing spurt, and he won the second prize, a \$50 water-set, in 8.12½ amid great applause from the surprised audience. Norton received a \$25 vase.

By this time Hamilton, the slender, cool, seventeen-years-old Yale student, had become the favorite of the crowd; but, after his long run through the clinging mud, there was some surprise at his entering the five-mile straightaway. He had to compete with Charles Carpenter, Harry S. Miller of West Springfield, and L. Morse of the North Attleboro Club. For the first mile, the line went: Morse, Miller, Hamilton, Carpenter; in the second mile, the same order was kept; but the leading and rear couples were far separated toward the end. Thus the third and fourth miles were passed, Morse and Miller alternating at the head, and Morse led at the beginning of the fifth mile. Hamilton had steadily kept the third place, but was now hard pushed by Carpenter, and Miller dropped to the rear with a clogged wheel. The clouds were again pouring a dense rain as the contestants for the last time passed the half-mile post, Morse's vantage already yielding to the rapid wheels of Hamilton and Carpenter; and, as the light-weight Hamilton neared the wire, at a safe distance from his stouter brethren he lessened his effort and turned a contented face upon the yelling crowd. His time was 22m. 30s., and he won a \$100 dessert set. Carpenter took the second prize, a \$75 fruit stand, and Morse the third, a \$25 toilet set. The winner has had little racing experience, and rides a wheel that seems almost too big for him, with generally an upright position in contrast with most of the racers' inclined pose, and does not appear to labor hard. At the close he was noticeably fresh and cool. The half-mile dash was won by George M. Hendee in 1.49, his prize being a toilet stand, with H. S. Miller second, in 1.56, to whom a \$20 stand was allotted, and Wesley Barton third, a \$10 jewel case being handed to him, — all of this city, though Barton is not a member of the local club. In the 100-yards slow race, the overcurious clay-plodders crowding upon the riders made slow riding very difficult. George Nash tumbled at the start and Harry Tufts of the North Attleboro Club won a \$20

jewel case in 4.32, with Hendee second. It is claimed that Tufts has balanced upon his wheel, in one place, for three hours and one minute; he then stopped for dinner. The wheelmen generally expressed a liking for the track before the rain came, and are well satisfied with their reception, especially the North Attleboro Club, who bear away six prizes. Hamilton won \$150 in prizes.

BATTLE CREEK, MICH., JULY 4. — A bicycle tournament was held here the 4th. Bicyclers from abroad were present who dined with us at the Williams House. The races took place at the driving park, and there was a large attendance. The prizes were: 1st, an elegant gold badge; 2d, bicycle lamp; 3d, bicycle stand. Distance, one-half mile — best two in three. L. H. Cramton of Marshall took first. Will Cross-ett and Frank F. Bock of this city, second and third respectively. The Marshall boys returned home twelve miles on their wheels. The thanks of the club are due Mr. Charles Wells, manager of the driving park, for his untiring efforts to make it pleasant for us, as well as for our free entrance and the prizes.

RALPH H. ALWARD,
Sec. Battle Creek B. Club.

STEBENVILLE, O., 4 JULY. — A grand bicycle tournament was held at Hill Top Park, Steubenville, O., on the 4th inst., about 1,500 people witnessing it. There were three races: first, half-mile dash, free for all amateurs, prize, silver cup; second, half-mile heats, best two in three, open to all, prize, gold medal; and third, three half-mile heats, open to home club only, first prize, gold medal; second, silver pitcher. The first race, with seven entries, was won by John Griffith, of Steubenville; time, 1m. 51s. Robert Hazlett, C. B. Ott, A. A. Wheat, and R. H. Cummins, — all of Wheeling, W. Va., — were the only riders in the free-for-all race, Hazlett winning first and second heats; time, 2m. 5s., and 2m. 0s. The home club race was won by three Steubenville men, John Griffith, Frank Semple, and Arthur Dougherty, Griffith taking first, and Semple second prize; the former made the two heats in 1m. 59s. and 2m. 0s. Griffith rode a Standard, and Hazlett an Expert Columbia.

CHAS. A. HANNA.

CADIZ, O., 5 July.

LOUISVILLE, KY., 4 JULY. — About six hundred people forsook other attraction to witness the bicycle races of the Kentucky Club at their park on 4th Avenue, one of the finest quarter-mile tracks in the country. The programme was large and varied and, considering the wind, which was nearly a gale on the homestretch, the time was very good.

First Race. — Dash of five miles, the title of "Champion of Louisville" and a gold medal to the winner, brought out three entries: Chas. H. Jenkins, N. G. Crawford, and W. S. Gregory. A good

start was effected, Crawford leading, Jenkins second, and Gregory third. These positions were changed very little till the last lap, when Jenkins took the lead and won easily; Crawford second, and Gregory third. Time, 18m. 36½s.

Second Race. — Half-mile heats, best two in three. Gold medal to the first and a cyclometer to second. At the call the following faced the starter: Clarence Jenkins, Will Francke, Ort. Moran, and L. E. Welle. Welle lead to the home-stretch, when Francke passed him, winning in 1m. 37¾s. Welle second, Moran third, and Jenkins fourth. The second heat was taken by Francke. Welle second, and Moran third. Time, 1m. 38s.

Third Race. — Dash, one-quarter mile for boys. Gold medal to the first and bicycle bell to second. Three entries: Clark Thome, Louis Francke, and Will Welle. Won by Clark Thome. Time, 53¼s.

Fourth Race. — Dash, three miles. Gold medal to first and a pair of call pedals to second. This was won by N. G. Crawford. L. E. Welle second, and Will Francke third. Time, 10m. 54¾s.

Fifth Race. — Dash, two miles, for 50-inch wheels and under. Gold medal to first and bicycle lamp to second. This brought out H. Haupt, Samuel Hollaway, and W. S. Gregory. Gregory lead to the last lap, when Haupt passed him, and Hollaway, coming up on the outside, passed Haupt, winning in 7m. 51¼s.

Sixth Race. — This was a slow one, 100-yards, won by Louis Francke. No time taken.

Seventh Race. — One-quarter mile heats. Gold medal to first and second. Three entries: Chas. H. Jenkins, Owen Thomas, and Aaron Cornwall. Was won by Jenkins in two straight heats. Thomas second and Cornwall third. Time, 46¼s. and 43s. NON RACER.

UTICA, N. Y., 4 JULY. — The parade and tournament of bicyclers, under the auspices of the Utica Bicycle Club, was somewhat marred by the rain, but proved a very interesting and enjoyable affair nevertheless. At the races at Reynolds Park a large number of spectators were assembled, and although the track was muddy very fair time was made. About \$200 gate money was received. In addition to the races, several exhibitions of fancy riding afforded entertainment, Master Sydney Nicholson, a little boy of eight years, contributing to this feature. The following are the events and the awards: —

Utica Club Race. One mile dash for club medal. Entries — James H. Gilmore, George C. Knowlton, James H. Cutter, Fred. Kellogg, James Linder, W. J. Walters, Richard Peckam. James H. Gilmore won the race in 3.50, with George Knowlton second.

One and one half mile dash, open to visitors only. First prize, \$25.00, Silver Swing Pitcher; second, \$10.00, Ivory Handled Silk Umbrella. Entries — E. B. Hovey, Rome; Mr. Olmstead, Syra-

cuse; J. E. Barton, Rome; George Etheridge, Rome. E. P. Hovey won the race in 5:55, with George Etheridge second.

One mile dash, for amateur championship of Oneida County. Prize to winner, an elegant gold medal, presented by the Utica Bicycle Club. Entries—C. H. Metz, James Linder, James H. Cutter, Mr. Wendt. C. H. Metz won the race in 3:55.

The prize for fancy riding was won by Mr. Etheridge of Rome, and mention was made of Master Sydney Nicholson.

One quarter mile dash, open to all. Prize, \$6.00, Russia leather card case. Entries—George C. Knowlton, C. H. Metz, James H. Cutter. The race was won by C. H. Metz, in 46s.

Two mile race, free for all, best two of three. First prize, \$15, gold medal; second prize, \$10, silver cake basket; third prize, \$5, silver cup. Entries—C. H. Metz, George C. Knowlton, Fred. Kellogg, James H. Gilmore. The race was won by C. H. Metz in 10:11-2; Fred. Kellogg, second; George C. Knowlton, third.

Slow race, one hundred yards: prize, \$5.00, silver napkin ring. Entries—George Etheridge, George C. Knowlton, Mr. Nicholson, Master Sydney Nicholson. The prize was won by Mr. Nicholson of Rome.

The judges in the contests were Dr. Clarke, F. W. Quinn, F. E. Comstock, O. A. Meyer, F. H. Fine.

At the 4 July meeting of the Williamsburg Athletic Club, E. A. Thomson, of the Lenox Bicycle Club, from scratch, won the three-mile bicycle handicap in 11m. 51s.; J. M. Austin, W. A. C., 40 seconds, 11m. 52½s.; R. F. Foster, of Baltimore, 25 seconds, and H. Hall, Jr., W. A. C., 50 seconds, did not finish. The *Spirit of the Times* says: "Thompson rode with excellent judgment. He and Foster overtook Austin at a mile and a half, and a fine race ensued for three laps, when Thompson took the lead, with Foster pressing him closely. Forty yards from the finish Foster fell, and was thoroughly scratched and bruised, but suffered no serious injury. Hall fell on first lap and cut the back of his head, which bled freely, but remounted, for unknown reasons, and rode until the others finished, thereby annoying and hindering the real contestants, when he had no chance for a place."

E. W. GOULD, of the Staten Island Bicycle Club, won the mile-and-a-half bicycle race at the championship games of the Staten Island Athletic Club, 4 July. Time, 5m. 40s. B. J. Carroll, of New Brighton, was second in 5m. 50s. We believe this and the Boston 4 July mile-and-a-half event are the only legitimate American records for this distance.

CHARLES H. JENKINS, of Louisville, Ky., won the fifty-mile road race at Druid Hill Park, Baltimore, 8 July. We await particulars.

At Brantford, Ont., 1 July, H. Fail was winner in a one mile, and F. Westbrook was winner of two and five mile races.

MR. F. S. Rollinson objects to the statement, in our notice of the ten-mile race in Baltimore, on the 24th ult., that he was a quarter mile behind at the finish, and submits the time given by the judges, as follows: Prince, 35m. 14½s.; Mellen (half mile start), 35m, 16½s.; Rollinson, 35m. 17½s.

It is likely that the next races of the Massachusetts Bicycle Club, one, two, and five miles, will be run at Beacon Park, on Saturday, 22 July. Now that the management of the park is in the hands of responsible parties, the track will be speedily put in order; and it is to be hoped that in the future such neglect in the care of the track will not occur. In two instances the Massachusetts Bicycle Club has been put to serious inconvenience and annoyance because the so-called proprietor of the park neglected to carry out his promises in regard to repairs.

In the latter part of last winter, John Keen said in the *Bicycling News*, speaking of the events between John S. Prince and himself: "I will risk being 'frightened' if they will offer part, say half, of that \$5,000 that I have heard about for a race to come off next August, and Prince to receive one lap in ten miles of the same course as the last race." Prince is about the most anxious man we ever saw (about anything) to have Mr. Keen come over and race him, for any sum up to \$2,500, on any course in the country, indoors or outdoors, and as soon as he pleases; and he authorizes us to announce the fact.

THE secretary of the Bicycle Union has published the following announcement through the *London Sportsman*:—

"SIR,—The executive of the Union will be prepared, if a charge is made against any bicyclist or tricyclist that he is guilty of any of the offenses set out below, and evidence in their opinion establishing a *prima facie* case against him is laid before them, to call upon him to answer such charge, and to suspend him from all racing in the event of his either refusing to answer, or making, in the opinion of the executive, no satisfactory answer.

"All suspensions shall be taken to be subject to an appeal to the Council of the Union.

"The offences referred are as follows:—

"1. Selling or realizing prizes won by him, or in any way converting them into money.

"2. 'Roping,' or riding intentionally below his true form, to deceive the handicapper, or for any other purpose.

"3. 'Riding to orders,' or in any way regulating his riding by the wishes or for the advantage of professional betting men, or others having a pecuniary interest or otherwise in his riding.

"4. Knowingly giving false information on his entrance form, with intent to deceive the handicapper.

"5. Intentionally riding unfairly, or so as to interfere with another competitor in the race.

"6. Knowingly competing against any bicyclist or tricyclist suspended by the executive during his suspension.

"7. Wilfully impersonating another rider in a race.

"W. PYE ENGLISH, *Hon. Sec.*"

At the seventh annual Bristol and West England meet, 17 June, at Clifton, W. M. Woodside, at three hundred and eighty yards, won the five-mile handicap, against six starters; time, 15m. 8½s.

SATURDAY, 17 June, in a one-mile tricycle race at the Powderhall grounds, Edinburgh, there being six contestants, M. J. Lowndes, of Macclesfield, from scratch was winner in 3m. 27s., on a Coventry Rotary machine. This is, we believe, the fastest mile time for a tricycle, on record.

THE third trial for the twenty-five miles professional bicycle championship of England,—the first two having resulted in dead heats between F. Wood of Leicester and R. James of Birmingham, in 1h. 26m. 15s. and 1h. 29m. 34s. respectively—was run on the 24 June, Aylestone Road grounds, Leicester, and resulted in a victory for James, in 1h. 20m. 15s., beating the record 40s. Wood led at 20 miles in 1h. 3m. 58s., also beating the record for that distance, which was 1h. 4m. 17½s.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Poughkeepsie.

Editor Bicycling World:—It has been said "silence is golden"; and, if you believe the saying, no doubt you have formed a golden opinion of your correspondent: here, for many months have elapsed since you have heard anything from him. There has certainly been little to write; for, with the exception of a few of the riders having sold their wheels and ordered new ones, things stand just about as they were last season. We have a few new riders,—three or four perhaps,—and most of the old ones continue to show a greater or less degree of interest in the sport; so we are gaining slightly. The new riders this season are Messrs. R. Winslow, T. Johnson, H. Rupley, Charles Cossum, and perhaps there are others, but I do not call them to mind at present.... Consul Osborn received his new Harvard last week.... T. Ransom went to Columbia Springs and back on his wheel week before last. He reported a very enjoyable ride. One old lady caught him on foot, and asked what he was "lugging" that "thing"

along for. Tom replied that the "thing" "lugged" him; whereupon, the old lady remarked that she "didn't believe it." . . . Last week I paid a visit to Newburgh (sixteen miles south from here on the west side of the river); and, as the Newburghers don't speak for themselves to your readers, I may be excused for telling a little about what they are doing there. Last year there were only three riders in Newburgh; but this season, the bicycling *leaven* has so wrought upon the mass that there has been added nine or ten new riders to the number. The Messrs Joslyn and Haviland feel quite proud of their new recruits; and they certainly have just cause to, if they are all the gentlemen that those I met showed themselves to be. One thing I am sorry for, and that is, all these men are lost to the League. They do not seem to be anxious to join. They probably have some feeling concerning the shabby treatment which Col. Joslyn received at the League's hands last fall; and right here let me state that Col. Joslyn is too fine a gentleman for the League or any other organization to misuse in the manner they did him. . . . And speaking of Newburgh, let me caution tourists who wish to sail either up or down the Hudson River *not* to go on board the steamer "Mary Powell," unless you wish to be swindled out of half a dollar for transporting your wheel. The regular passenger fare is seventy-five cents, and they will transport a trunk weighing one hundred pounds in the bargain; but if you have a bicycle, and bring it on, take care of it, and take it off yourself, the charge will be \$1.25. This is robbery. To avoid it, take the steamers "J. W. Baldwin" or "City of Catskill" (running on alternate days), they are equally as fine boats, there is only an hour's difference in the time, and you will be well used and your wheels transported free. I understand the day-boats "Vibbard and Albany" also charge, but I cannot say from experience. . . . Mr. Westcott Norman of Philadelphia, but who formerly resided in this city, is here on a visit with his wheel. He speaks in the highest terms of the usage he received while in Boston a short time since. . . . Frank Schwartz has just received his 56-inch Expert, and expects to start to wheel to Boston about 1 August. G. W. H.

POUGHKEEPSIE, 2 July, 1882.

Pennsylvania Riding.

Editor Bicycling World:—I noticed in your issue of 26 May an account of F. B. Wells, of Philadelphia, having recently made a bicycle run of ninety miles from Schock's Mills to Philadelphia, over rather hilly roads, in 10½ hours. From information received from reliable sources, he took the cars a few miles from Schock's Mills and made the distance by *car* and rather hilly road in 10½ hours. On 25 May, I left Main building in Fairmount Park, Philadelphia, nine o'clock A. M., and ran to Coatsville, a distance of about forty miles, in 5½ hours.

I found the road getting rough, and concluded to take cars home. I did not average eight miles an hour and had the benefit of fourteen miles of fine rolled roads from Wayne to Philadelphia, where he had all rather hilly (and, I presume, rough, as I had) roads, and claims to have averaged nearly nine miles an hour, with four inches less wheel than I (he rides a 46-inch wheel and I a 50-inch), and, I think, from experience of roads, that the run cannot be made in that time. S. G. B.

MARIETTA, PA., 31 May, 1882.

Syracuse.

Editor Bicycling World:—Although some time has elapsed since Syracuse was last heard from, we have not been wholly idle. We still hold weekly runs, with the average attendance and enjoyment. A few weeks ago, Vice-President Parsons honored us with his company on an afternoon's run over one of our a-little-better-than-the-average roads. But Mr. Parsons did not seem to consider it a highway at all suitable for a bicycle, and was inclined to think we did not know a bad road when we saw one. Just as our destination was reached (twelve miles from home), a very wet rain-storm set in, compelling the party either to remain over night or return by hired conveyance. Mr. Parsons alone chose the latter alternative. We fear he will avoid us hereafter, but another time we will endeavor to have the weather on our side. By the way, if not too presumptuous, would say that it is somewhat difficult to show a central New York wheelman a *bad* road: what he calls *fair*, from a Boston standpoint would be considered exceedingly poor. Five of our club men attended the races at Utica, 4 July, passed a most enjoyable day, and formed many lasting friendships among the Utica, Rome, and Watertown wheelmen. The parade and races called out a large number of spectators, despite the rain which continued falling all the afternoon; and the Utica Club are to be congratulated on the success of their first effort, as well as thanked for the handsome manner in which they treated their guests.

We trust the good effects of their enterprise will be felt through this section, which needed awakening, and that more entertainments of like character will follow. In closing, allow us to say that the wheelmen of Utica will be found as cordial, gentlemanly, and enthusiastic as could be wished, and that their enterprise deserves all praise. SEC'Y.

SYRACUSE, N. Y., 6 July, 1882.

Ford & Co. Again.

Editor Bicycling World:—Your paper, containing Messrs. William Ford & Co.'s "explanation" to your article on "caution," to hand. His points are utterly without foundation,—merely to make something high-sounding; and, for an oily fabrication, I think it carries off the palm. I received no letter from Ford & Co., acknowledging receipt of drafts, or

asking about direct spokes. In fact, although we have written them five letters, we have *never* heard a word from them in reply to any of them. We *did* countermand order, and ask them to return money at once. The plea of not keeping on hand, or making lock-nutted spokes, is a poor one, as their latest catalogue states that *either* style will be furnished, as may be desired. The "local man" who called on them was a representative of a prominent manufacturing paper published in this State, and they promised him to ship machines inside of a week, *without fail*. This was nearly two months ago, but no signs of machines are yet visible. The character and ability of "private inquiry agents," as they are pleased to style them, is sufficient, often, to establish the standing of a firm in a person's mind; and this view has not yet been changed in mine, even by their soothing communication. These are facts, for I have the whole transaction at my disposal, and, being one of the injured ones by this transaction with Ford & Co., I am prepared to speak correctly. The communication was evidently written with an idea to restore lost confidence in this country; but persons ordering machines from abroad should be careful, as Ford & Co. have treated us with cold neglect from the start; and others are, no doubt, able to add concurrent testimony to mine in this matter, for we have had reports from several sources, and they all denounce Ford & Co. as very unreliable parties.

We are sorry to be compelled to speak of Ford & Co. in this manner, but the truth compels us to do so, that people may see where the fault lies and judge for themselves. I would very much rather it would not be necessary; but it becomes necessary, in order that no other persons may be duped in the same way. I hope you will be able to find a little space in your paper in which to reply to Ford & Co.'s brazen announcement, and forever settle the matter.

C. B. LONGENECKER.

LANCASTER, PA., 1 July, 1882.

Manchester-by-the-Sea.

Editor Bicycling World:—A fine run to Manchester-by-the-Sea was enjoyed by the Marblehead Club on the 9th inst.; and just here let me say that if bicyclers desire a ride through a delightful section of country,—including both scenery and roads,—let them take a spin to that pleasant resort. The road from Beverly is very smooth, and extends for some distance through pine-scented and shady woods, so that riding is not particularly uncomfortable on a warm day.

One of our party had the misfortune to break a handle bar of his Special Columbia (the third accident of the kind within as many weeks), and we were looking around for something to repair the damage with when a member of the Hermes Club of Chicago—Mr. Samuel Dexter, who is passing the season at Manchester—drove along. On learning that

we were members of the L. A. W., he was especially anxious to assist us; so, procuring a long stick and stout cord, the unfortunate bicycle was soon fitted with a serviceable, if not elegant, handle bar. Therefore, ye discontented League members (who are, happily, few in numbers), never again say there are no advantages to be derived from belonging to that excellent organization. GEESEE.

MARBLEHEAD, MASS., 11 July, 1882.

President Bates's Speech at the Chicago Banquet.

Editor Bicycling World:—I have already expressed something of my regret that I was not able to be present at the banquet in Chicago. I cannot express it fully; it is one of those occasions when the English language is too thin. There were scores of wheelmen I longed to become acquainted with, and of others with whom I wished to renew my friendships. I am informed that my brothers of the League remembered me most generously, and were so kind as to call for me with some enthusiasm, for which I sincerely thank them. But that concrete candor which is, next to a vivid veracity, the nickel-plating of my character compels me to admit that the wheelmen escaped a serious ordeal by my not being there. I may confess to you in strict confidence, that I had carefully prepared and committed to memory a purely impromptu speech for the occasion,—something entirely off-hand and on the spur of the moment, you know,—and the same with intent to just spread that convention right out, as it were. I had also arranged to have four big policemen guard the door, and permit none of the victims to escape while I was delivering it. The brethren, therefore, really owe me a vote of thanks for not appearing.

That speech, I may remark without positive immodesty, was the most effective speech I ever did n't deliver. (You will remember that among the speeches which I did n't deliver are the most celebrated orations of ancient and modern times.) Mind, I don't say it was the best speech, but it was the most effective; that is, it would have been the most effective, if I had delivered it. I do not assert this as a mere opinion, but from experimental knowledge; for, in a moment of enthusiastic recklessness, I admitted my wife and children to the wood-shed while I was practicing its rehearsal, and this notwithstanding that my wife's constitution is naturally delicate, and my little boy was suffering from indigestion at the time. The effect was magical, in fact sublime. It would have warmed the hearts of the entire L. A. W. to see that boy stop howling, and hear the pathetic anxiety with which he inquired, "O mamma! has papa got a stomach-ache, too?" Ah! how it would have touched all the finer chords of our better nature, if the whole L. A. W. could have witnessed the maternal tenderness and conjugal love with which Mrs. B. replied: "No, child; your

father is only practising a lot of rubbish he's going to speak in Chicago." It is this loving appreciation and tender sympathy in the bosom of one's own family which give sweetness to life, and make a sensitive husband and father prematurely bald-headed from excess of happiness. There is nothing in the applause of great audiences which resembles it in the slightest degree.

But of course the two partial opinions of one's own family were not a fair test. So I tried parts of it on a Canadian bicyclist, while I was riding on the Canada side of Detroit River. I knew that, if it touched him, it must be a masterpiece; because such an exaggerated loyalty to England prevails on the border that a native will generally risk a fit of sickness trying to stolidly repress any indication of approval of anything which proceeds from any other country, especially over anything good from the United States. I tried him with that passage of the speech where I speak of our married wheelmen as the revolutionary sires of the L. A. W. (You will find this passage near the bottom of the eighth page of the speech, with a red chalkmark drawn around it, and the observation [*Tremendous applause!*] in brackets. You will observe that red chalk lines are drawn around the best passages; blue chalk marks around the second best; and yellow around the third best; with "tremendous applause" marked for the best; "loud applause" for the second best; and simply "applause" for the third best. This is a very convenient practice, to save the printers and reporters trouble. (It is the way all our congressmen and great orators do.) The idea slowly percolated through his understanding, like a smear of oil gradually saturating a rag. I watched the progress of the idea through his body, by noting the progressive stiffening of his muscles. When it had fully permeated him, he pumped his wheel along with jerky strokes, like a man with partial paralysis of the legs. After about a quarter of a mile of this sort of progressive mental digestion, he gradually became calmer, smiled a strictly British smile, and remarked: "Aw!" I saw that he felt like saying something further, and waited. We ran on side by side in silence another quarter of a mile. But the struggle was too much; his machine wavered; then he fell over sideways, and bent one of his cranks. This accident enabled him to recover fully his mental self-poise; and he immediately demanded that I should pay him for the damage done, on the ground that it was my "doosed rot—er—by Jove! you know," which made him fall. I firmly declined to pay, and we parted with mutual expressions of international regard.

I tried another chunk of the speech—(that sentence at the top of page 17) which has a blue mark around it, and is marked for "loud applause"—on a St. Louis gentleman of middle age, who said he was a member of a St. Louis benev-

olent association. It was that sentence where I spoke of the touring wheelmen as "those wavering wanderers on our Western ways." The benevolent gentleman's countenance immediately darkened with a malevolent expression. He asked me earnestly "if that thing was patented." I told him that it was patented by copyright. He offered me \$10 for one day's license to use it in the Chicago district. I asked him why. He said he wanted to stand on the sidewalk when the Chicago clubs rode by, "and just mow those fellows right off their machines"! I declined the offer, and told him I should prosecute for any infringement of my copyright. He turned sullenly to the hotel counter, and bought a return ticket for Missouri by the first train, muttering that a man couldn't expect to do any good in Chicago.

You will particularly notice my eloquent peroration (pages 31 to 47). I repeated a few specimen pages of these eloquent remarks to a gentleman of excellent judgment on the cars. He said that he had heard Col. Bob Ingersoll and all living American orators of note, and had read all the masterpieces of ancient and modern eloquence; but he had never heard nor read anything in the faintest degree resembling that—never! and he never expected too, either. I felt so highly flattered by his remarks that I asked him to take a glass of wine. He took it, and then said that he thought I owed him a cigar besides. I gave him one. He then asked me where the banquet would be held at which I proposed to deliver my speech. I said at the Grand Pacific Hotel. He immediately ordered his baggage checked to another hotel.

You will be convinced by these facts that I am not boasting when I say it was the most effective speech I never made. In fact, I really believe that if I had appeared at the banquet and delivered this speech before the wheelmen began to eat, two-thirds of the expense for victuals might have been saved; though, possibly, it would require a considerable sum for tonics to enable the meeting to brace up after hearing it. B.

WE have just received a supply of "Cortis on Training," which we shall be pleased to supply to bicyclers who wish to fit themselves for the race track or long touring. Price 40 cents; or by mail, 43 cents.

THE *Tricyclist* is a new English weekly, devoted especially to the interests of three-wheel riders. The first number was issued Friday, 30 June; and, Lacy Hillier being the editor, we await a copy of the journal with interest.

THE tire cement on most English wheels sent to the American market is deficient both in quantity and quality, and is one of the many little things foreign manufacturers should remedy if they wish to retain their present hold on the preferences of our wheelmen.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HANDBOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,

Cor. Sec. L. A. W.

MARIETTA BI. CLUB.—Additional: David R. McHaffey and Elmer E. Lindemuth, — both of Marietta, Pa.

MTBEOR BI. CLUB.—Additional: Harry Joy, 140 Fort street, West; Harry J. Luce, care of Globe Tobacco Company; F. J. Todd, care of James C. Davis & Co., — all of Detroit, Mich.

OVID BI. CLUB.—New: Frank A. Marshall, Fred. C. Covert, Will. C. Marvin, Horace N. Keys, Chas. S. Reeves, — all of Ovid, Mich.

UNATTACHED.—Newton G. Crawford, 611 West Main street, Louisville, Ky.; G. F. B. Bryant, Danville, Vermilion County, Ill.; Rev. A. C. Blackman, Marinette, Wis.; Chas. E. Curtis, 229 Central street, Lowell, Mass.; Jacob Ullman, 35 South Gay street, Baltimore, Md.; Eugene C. Hayden, 216 Princeton street, East Boston, Mass.; James Vaughn Dennett, — care of R. A. Fairfield, Biddford, Maine.

PHILADELPHIA BI. CLUB.—Additional: Alex. R. Heinitsh, 1,819 North 13th street; H. P. Kelly, 1,956 North 11th street; Richard Levick, Jr., 724 Chestnut street; J. Willis Martin, 709 Walnut street; Wm. H. Roberts, 127 Catharine street; John E. Stevenson, 505 Market street; Chas. B. Warder, 1,212 North Broad street; B. Frank Young, 1,544 Centennial avenue; Samuel W. Kay, 421 Walnut street; Geo. F. Janney, 1,933 Arch street.

MEMBERS SOMERVILLE BI. CLUB, SOMERVILLE, MASS.—Fred. Smith, No. 390 Broadway; Chas. M. Hemenway, Perkins street; William Robinson, Union square; John Bullard, Somerville avenue; Fred. A. Fiske, Summer street; John Robinson, Park street; Herbert Allen, Boston street; Rollo Butman, Walnut street; Ed. Fitz, Broadway; Geo. T. Steel, Rush street; Albert Tufts, Summer street; William Welch, Summer street; Albert Nickerson, East Somerville; Fred. Galatly, East Somerville; Geo. Hughs, Albion street; Fred. Houghton, Prospect street; Frank A. Bickford, No. 60 Concord street; A. R. Brown, Jr., Highland avenue.

CORRECTIONS.—Published in BICYCLING WORLD of 30 June, 1882:—

WOONSOCKET BI. CLUB.—Edmund H. Rathbun, should be Edward H. Rathbun, and Fred. B. Best, should be Fred. B. Bert.

SYRACUSE BI. CLUB.—D. Cadygere should be D. Cady Gere.

UNATTACHED.—Chas. A. Barnard, omitted, should have been published 30 June, 1882.

Along the Potomac. — II.

THE hotel seems to be the newest and best in town, and it is conducted by the Baltimore and Ohio Railroad Company, of whose station it forms a part. Taking train at ten the next forenoon, I rode down to Harper's Ferry, with an idea of staying there all night, and on the following day pushing my wheel down the lower sixty miles of the canal to Washington, whither I had despatched my baggage from Baltimore. But the room in the chief hotel where dinner was served me was so intolerably dirty that I feared the bedrooms might be as bad as the one at the "brick house" of bitter memory. Learning, therefore, that "hotels" of some sort existed at a place called "Point of Rocks," a dozen miles farther down, and hoping that they might be better than the one at Harper's Ferry, inasmuch as they could not possibly be worse, I jogged down there in the course of the afternoon, the towpath being rocky and sandy by turns, and requiring frequent dismounts. I was rewarded by finding a hotel less vile than the one I fled from, and I was not troubled by bugs. During my two hours' stay at Harper's Ferry I climbed the hill, whence one may enjoy a magnificent view of the Shenandoah and Potomac valleys, which come together at that point.

My fourth and final day on the towpath was not a happy one. An abundance of stones, both loose and fixed, spots of soft sand, ridges of hard clay, puddles of mud, numerous "waste-ways" (three of which had to be waded through on account of the entire absence of planks, and from the plank of a fourth one of which I let my wheel slip into the water, soaking my roll of clothes on the handle bar), — all these things enforced slow riding and frequent dismounts. Never during the day did I ride a mile without stop, and rarely half a mile. Soon after the start, I sprained my ankle on a stone, and for four or five hours each one of my innumerable mounts and dismounts was attended with definite pain. Towards the close of the day the soreness, which at noon I feared might increase to the point of disabling me, disappeared entirely. Leaving Point of Rocks in the dusk of daybreak at six, I breakfasted on bread and milk an hour and a half later at lock 27. At 1.45 P. M. I stopped at lock 24, twenty-three miles from the start, to lunch on the same simple fare. Six miles on, at lock 21, near the Great Falls, the time being four o'clock, I left the towpath and took the Conduit Road for Washington. Recent rain had made this rather heavy, and at 5.45 o'clock, when I definitely stopped riding, after narrowly escaping several falls in the darkness, I had covered only seven miles more. I was upwards of two and a half hours in plodding over the next nine miles to Georgetown Bridge, though the road was smoothly macadamized, and by daylight would have supplied excellent riding. This final tramp was not so dismal, however, as that of two nights be-

fore, which ended at Cumberland; for lights of some sort were generally visible, and an occasional team would be met with on the road. As soon as I struck the gas-lighted asphalt, I was not long in whirling myself to Wormley's Hotel, where a rather stupid clerk seemed inclined to doubt my ability to pay for any accommodation, even after I had made myself known as the owner of the baggage which had been expressed from Baltimore. I cut the discussion short by planking down "\$4.00 for a day's board in advance," and was shown to a very plainly furnished bedroom. My curiosity to see with my own eyes what sort of thing "a first-class Washington hotel" might be was more than satisfied. The next time I shall at least know which hotel not to go to. My cyclometer marked fifty-one miles that day, making one hundred and eighty miles for the first five days from Frederick, and one hundred and forty-two miles from Williamsport, where I first began to ride "along the Potomac." The next day I felt very listless because of my long abstinence from decent food; and so, instead of indulging in the expected long ride on the Washington asphalt, I only put in a beggarly twenty-three miles before embarking on the return train for New York.

The Chesapeake and Ohio Canal extends along the Potomac on the Maryland side, while the Baltimore and Ohio Railroad runs along the West Virginia side of the river. The one hundred and eighty-four miles of towpath between Cumberland and Georgetown are divided into three nearly equal sections by Hancock, sixty miles from one end, and Harper's Ferry, sixty miles from the other. Williamsport and Point of Rocks are the only other places on the entire path where food and lodging may be secured. The whole region is practically a wilderness; and though the tourist, in case of a break-down, might hope to turn to the railroad for assistance, its tracks generally lie on the opposite side of the river, its stations are far apart, and its trains are few. Between Williamsport and Harper's Ferry, as I was told, there is a "slackwater" about five miles long, where the bicyclist would apparently be forced to walk; but, with this exception, and the lesser ones described by me, it seems likely that the riding is good all the way from Cumberland to Harper's Ferry. The scenery of that one hundred and twenty miles is also generally good, and some parts of it quite fine and imposing, where the river winds among the mountains. Below Point of Rocks the country is mostly flat and uninteresting. I have a vague notion of trying the track again on returning from the Chicago Meet. In that case I shall start from Cumberland at daybreak, so as to reach Hancock by nightfall (shutting my eyes and holding my breath as I whiz past the "brick house" with bloodthirsty millions in it); proceeding next day to Williamsport and

Martinsburg; thence down the Shenandoah Valley to Staunton, over the route so appetizingly described in *WORLD* of 29 November. The three Philadelphia wheelmen who made that trip seem to have passed through Hagerstown and Williamsport only a day or two after myself. Would that they had overtaken me and invited me to accompany them into Virginia! Thus should I have escaped the sad experiences which I have described, and the sad necessity of now describing them for the warning of my fellow-tourists. If I take the trip, my intention would be to return by way of Hagerstown, Frederick, York, Gettysburg, and Reading, (?) to Philadelphia, and perhaps thence push my wheel to New York over the road whereof I have read so many contradictory reports.

KOL KRON.

WASHINGTON SQUARE, N. Y., 19 May, 1882.

CURRENTE CALAMO

SEVERAL members of the Boston Bicycle Club wheeled to Canton to supper Saturday afternoon, as usual, and returned Sunday.

NOTWITHSTANDING the intense heat of Sunday last in this vicinity, there was no apparent diminution of wheelmen on the suburban roads.

W. W. STALL of the Boston Club now sports a forty-four-pounds Yale Roadster, which proves equal to the occasion, although called upon to bear the generous figure of one hundred and eighty-five pounds weight.

RECENTLY one of our riders, noted for exploits of like nature, rode a mile to the engine house, and called out the department to subdue an incipient blaze in one of the suburban wards of Boston, which threatened to destroy considerable property.

SEVERAL members of the Chelsea Club made a run to Lexington Saturday evening, spent the night at the Massachusetts House, and returned Sunday morning. Capt. Whiting and several others wheeled to Point of Pines Saturday evening.

L. A. W. MEMBERS are reminded that the polls will close to-morrow (Saturday) night, 15 July. All who have not yet voted for chief consuls and representatives should immediately do so. Send your ballots to K. N. Putnam, 54 Wall street, New York city.

CAPT. MILLER of the Chicago Bicycle Club was in Boston last week, on business, and reports bicycling in the Garden City as having received a fresh impetus since the L. A. W. Meet, one good result of which is the permanent continuance of the use of the boulevards, and the opening of the parks, also, to wheelmen.

THE *Tricycling Journal's* "Old File" says, respecting Mr. T. R. Marriott's recent remarkable ride on a tricycle: "I consider the one hundred and eighty

miles of such roads as were traversed fully equivalent to the two hundred and twelve miles — London to Bath and back — of splendid roads over which the best *bicycle* ride in a day was ever accomplished."

MR. H. E. PARKHURST, of the Massachusetts Bicycle Club, one of our earliest and best long-distance wheelmen, takes a two years' vacation in Europe, commencing next month, when he will start direct for Germany. He will be much missed by his club associates and other friends in this section; but we understand he will adhere to bicycling, and improve his opportunities for riding on the fine roads and among the charming scenes of the Continent.

A MEMBER of the Boston Club has just received, through the Cunningham Company, a full-nickelled Yale roadster, which is one of the handsomest machines ever imported into this country. The spokes, instead of lacing transversely with the hub, as in all previous machines of this make, enter the hub in the same manner as direct spokes, and simply follow the line of the recess, re-entering the hub a short distance from the first hole. With the exception of the crossing of the spokes, the wheel has the appearance of an ordinary suspension wheel with direct spokes. This, combined with the graceful outline and good proportions of the Yale, makes it a model mount.

WE understand that President Bates's excellent suggestion in our last number, that the Marine Bicycle Company should construct their floats of the same material used in the Racine canoes was anticipated by the Bicycle Company some months ago; and that the Racine Manufacturing Company has constructed the moulds, and nearly completed some floats to which the machinery of the Bicycle Company is to be attached. The company have also built at their new works at Portsmouth, N. H., to supply special orders, some boats of Spanish cedar and cypress. One of the former, with a carved mahogany top of a new pattern, has just been shipped to Nyack-on-the-Hudson, having been ordered by a prominent New York yachtman, to be built of the finest material and by the best workmen.

LACK of space in our last issue prevented us giving any extended notice of this proposed tour, and the arrangements for same are now so far completed that such is hardly necessary. The date of departure is so little removed from the first intimation of the proposed tour, which appeared in our columns, that we fear it must result in a much smaller number responding to Mr. Weston's invitation than would otherwise have been only too glad to have availed themselves of such an opportunity. But, few or many, those who do take the trip which is outlined in our advertising columns will have abundant cause to congratulate themselves. The saving of expense is

only one of the many commendable features of these trans-Atlantic excursions inaugurated by Mr. Weston in 1880; and this year he makes what to our Boston notion seems an improvement in his arrangements, by selecting this city as his port of departure and arrival, and the reliable Cunard line of steamships as his means of transit. The party will leave in the "Samaria," on the 22d, and in all probability a delegation from the Boston clubs will accompany the steamship down the bay as far as the lower light, to wish the fortunate voyagers smooth seas and a safe return; and, by the way, those who intend to participate in this farewell, are requested to notify the secretary of the Boston Club.

PEDALS *v.* FEET. — It is often thought to be a curious anomaly that a person can propel a bicycle farther and faster than he can walk, notwithstanding that in the former case he has some forty or fifty pounds extra weight to move. A similar puzzle to many is found in the fact that an ice-boat can sail faster than the wind. From a scientific point of view, these may be considered parallel cases. An ice-boat sailing with the wind of course cannot go ahead of it; but the force of the wind is many times greater than is necessary to move the light weight of the boat; consequently, there is great waste of power. Now, by sailing sideways to the direction of the wind, with close-hauled sheet, some of this wasted force can be utilized. Thus, while the wind moves from the centre of the boat to the edge of the sail, it will drive the craft nearly the whole distance from the mast to the back end of the sheet, two or three times as far, it may be, as it has travelled itself. In walking, there is likewise a great waste of power; or, rather, the energy is mostly expended in sustaining the body instead of in carrying it forward. This is proved by the common experience that it is nearly as tiresome to stand for a given length of time as it is to walk. Any invention which stops this waste of force and enables us to use it in propulsion of course increases the distance we can travel. This is precisely what the bicycle does. On a level and fairly smooth road it takes considerable less energy to turn the wheel than to make the two equivalent steps in walking. Moreover, as in the case of the ice-boat, our machine has moved over a greater space than the motive power, in the proportion that the circumference of the wheel is greater than that of the circle described by the feet. The same expenditure of power will, therefore, carry us three or four times as far on the bicycle as on the feet. Of course there is up-hill work in climbing a steep grade. Hills and sand are the bicyclist's bane. On the contrary, a smooth slope, stretching downward, is paradise; and, perched on top of his machine, he rolls along "swiftly and silently," like the stars in their courses. — *J. G. P., in the Oarsman.*

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TRICYCLING JOURNAL.—Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882. by Henry Sturmev, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents; by mail, sixty-five cents. E. C. HODGES & CO.

ICYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturmev. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

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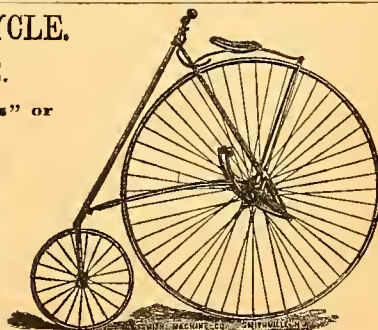
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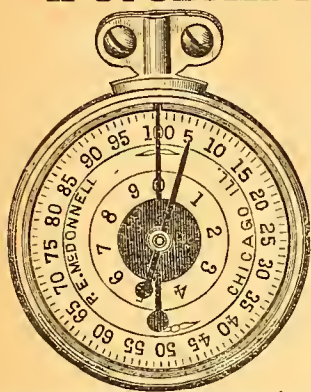
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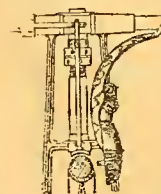
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BOSTON, 21 JULY, 1882.

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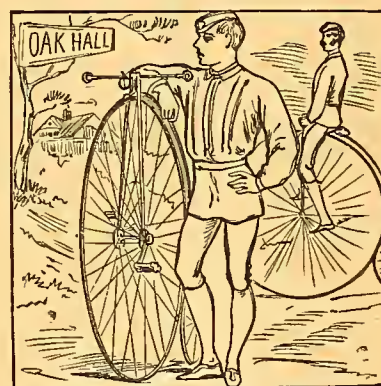
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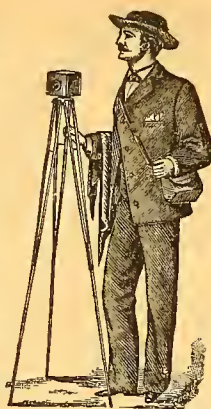
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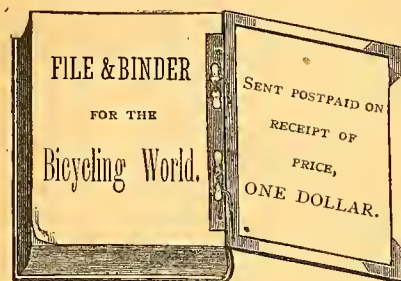
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NOTES, QUERIES, ETC.

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Answers to Correspondents.

G. R. W., Newton, Lower Falls, Mass. — It is not permitted a competitor in slow racing to balance to a stand-still nor zigzag unnecessarily. The movement must be continually forward, and in order to secure this a width limit is sometimes lined along the course.

J. H. EAGER, Box 103, Hamilton, Ont., proposes taking a trip to Boston from that place with another wheelman, and desires information in regard to the best roads and League hotels between the points and such other intelligence as may be of use to them. Any of our readers who may be able to enlighten them will confer a favor by doing so, either directly or through our columns.

R. S. K., Xenia, Ohio. — Get a copy of the BICYCLING WORLD of 30 June and study the racing rules published therein, and write to either of the committee for particular information, stating circumstances.

H. E. D., Springfield, Mass. — Address E. C. Hodges, 28 State street, Boston, chairman of the racing board, for information on that point, if racing rule 14 does not explain what you wish to know.

"V. RIM," Canton, Pa. — 1. We should think a good enamel would answer as well. The Overman Wheel Company of Hartford, Conn., will apply Harrington's process. 2. We think if the head of the saddle spring is screwed up closely there will be no rattling; at least we find it effective on our machine. 3. Users give conflicting opinions, but generally in its favor. We think the principle is good, and that inaccuracy in some cases may be caused by imperfect manufacture or putting together.

PERSONAL

ROLLINSON will sail for England in a few days.

MR. J. S. PRINCE is employed at the bicycle rink in the Institute Fair building.

MR. S. DEXTER, of the Hermes Bicycle Club of Chicago, is summering in this vicinity, and hugely enjoys wheeling about the Boston suburbs.

BILLY BERNHARDT spent last week at the Great Brewster, near Boston Light, with his sisters and his cousins and his aunts, as *directeur de cuisine* — so to speak — for the camp.

WM. C. SCRIBNER of Washington was in Boston this week, and calling at our office entertained us with much interesting gossip about wheelmen and wheeling in the national capital.

FOURDRINIER of the Bostons has been vacating with his wheel about Cape Cod, recently, and alternated his riding intervals by flirting with the barefooted and tangle-haired damsels, who comb their locks with herring bones.

C. C. B. T. C., L. A. W., B. Bi. C., etc., C. F. W. Weston claims to have beaten Joe Dean's road record from South Canton to Boston just twenty minutes, — that is, Dean's time was 2h. 5m., while Weston's was 1h. 45m.

CAPTAIN E. C. DELEVAN, of the Staten Island Bicycle Club, has been visiting New England and sampling the roads about Boston and Portsmouth; at the latter place under the tutelage of Director Hazlett, who tried his mettle over ploughed fields before delighting his soul with sandpapered tracks. Mr. Delevan intends to return to New York on the bicycle.

MR. ALVIN M. LOTHROP, of the popular dry-goods house of Woodward & Lothrop, Washington, has been visiting his friends in this vicinity. He has been converted to practical bicycling since he established his business at the capital, although when a resident of our own city of Chelsea he had a yearning that way, Mr. Woodward, his associate, being already a wheelman.

MR. JOHN HARRINGTON of London recently arrived in this country by the "Britannia," and is at Hartford instructing the Overman Wheel Company in the process of his famous enamelling. We understand the Overman Company have purchased the right for America for this process, and will apply it not only to their own machines, but will also enamel old bicycles and tricycles.

MR. A. H. FORBUSH of Boston wheeled from that city to Grafton (40 miles) to breakfast 17 June. He started at daybreak and sat down to breakfast in Grafton at 8.45 A. M. He did more riding in that vicinity the same day, and the next (Sunday) started to return home, but at Hopkinton, got caught in the rain and waited for it to hold up; it continued, however, all the afternoon and night, and as he had to be in Boston the next morning, he arose early and rode the twenty-nine miles to Boston in the rain and mud, arriving about 7.30 A. M., just three hours and a quarter covering the distance.



As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 21 JULY, 1882.

A WHEELMAN'S DRESS.

WE are glad to see a growing disposition on the part of the properly dressed bicyclers to shun the company and fellowship of those callow wheelmen who persist in riding in trowsers. Of course there are occasions, as when a man is bound on a short errand, or in the course of his business, when it is neither convenient nor worth while to change his costume; but when one deliberately starts out for a ride of pleasure or exercise, and *especially* on a Sunday, he should attire himself properly, and as neatly as possible. Dress, as it is neat or shabby, tells amazingly, either for or against bicycling. Moreover, the better a man is dressed, the more he will respect himself, as well as win the respect of others; and the consciousness of

appearing well will make him behave well. It is difficult for a well-dressed man to be impolite or discourteous, even when his nature without adornment is rude. Rudeness and impudence are often involuntarily exercised to conceal a consciousness of social inferiority, as well as of intellectual poverty. It has been sarcastically said that "dress makes the man," but it is certain that tasteful dress makes a man more manly. Nor are knee-breeches and stockings the only desideratum for proper bicycling costume. The upper garments, also, should be neat and appropriate. For full uniform, a coat and collar are needed as much as breeches and stockings; and although a neat-fitting and clean flannel shirt is sometimes well appearing, yet as a rule the coat is better, but it must not cover the shirt collar. And here it would seem as if the celluloid collar was invented especially for 'cyclers; for of course linen cannot resist the wilting action of perspiration, and the collar of the woollen shirt gets as quickly soiled and spotted with dust and sweat. To be well dressed when riding, a bicycler should wear well-made, neat-fitting breeches and short coat, the latter with cadet or small turned collar, buttoned to the throat, and a celluloid collar showing about half an inch above, and if the collar button is not covered by the coat, a small bow or pin should be worn. The coat, breeches, and stockings should all be of the same shade, which should be dark, or some quiet gray. If black or ordinary shoes are worn (and to our thinking these are the neatest), they should be nicely shined before starting out. Under cuffs are not necessary, but if worn they should be celluloid. Hat, cap, or helmet may be worn, but like the rest of the dress, they should be neat and stylish. A wheelman thus attired will always appear gentlemanly, and may wear his costume to church, to visit, or at an evening party, as appropriately as a military man his uniform.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

HARTFORD AMATEUR BI. CLUB. — The club hitherto known as the Nutmeg Bicycle Club held a meeting 1 July, and reorganized under the title of Hartford Amateur Bicycle Club. The officers of the old club were all re-elected.

ALBANY AND TROY BI. CLUBS. — GALA DAY, 4 JULY. — The citizens of Cobleskill, N. Y., having invited the bicycle clubs of Albany and Troy to attend and participate in the celebration of Independence Day in that town, the clubs accepted, and made preparations accordingly. The Trojans embarked on the steamer at 3:30 P. M. of 3 July, after a short street parade in their own city, and in about an hour reached Albany, and were cordially received by the Albany wheelmen and escorted to the train for Cobleskill, where all arrived in season for supper. They retired early to bed, and were up correspondingly early in the morning, and took a run before breakfast. The wheel was a novelty in Cobleskill, and created the usual sensation among the uninitiated natives. The parade took place about 10 A. M., and the procession comprised the fire companies, the Grand Army post, and the bicyclers. The latter turned out thirty-nine men; the Albany Bicycle Club, Capt. A. H. Scattergood, having twenty-two riders, and the Troy Bicycle Club, Capt. J. R. Torrance, having seventeen. The wheelmen were in fine form, and showed to splendid advantage, their brilliant wheels flashing in the sunlight, and the notes of the bugles seeming to awaken the spectators to hearty and enthusiastic applause; and the cheers and hand-clapping were redoubled at the excellence of some of their drill evolutions. It began to rain just before the parade was over, but the slight wetting did not seem to damp the spirits of the wheelmen, who managed to find ample amusement during the rest of the day at the hotel, and ended the festivities with a dance, and further entertained their entertainers by an exhibition on the hall floor of some trick and fancy riding. They returned home the same evening, leaving at 8:30 o'clock.

KANSAS BI. UNION. — On 4 July the wheelmen met at Topeka and formed an organization to be known as the Kansas Bicycle Union, with the following officers: President, H. W. Sharpe of Topeka; vice-president, W. B. Ennis of Topeka; secretary, E. W. Kinnan of Emporia; treasurer, C. L. Severy of Emporia. Wheels are few in this State, but we expect to swell the ranks by an organized effort in that direction.

"44"

CHICAGO BI. CLUB. — At a meeting of the Chicago Bicycle Club, held 12 July, T. S. Miller resigned his position as captain, his injured arm still incapacitating him for riding, and Sub-Captain Ed. F. Brown was elected to fill the vacancy.

STATEN ISLAND BI. CLUB. — A bicycle club was recently formed in Staten Island, N. Y., with the following organization: Captain, E. C. Delevan, Jr.; first lieutenant, Percy C. Winter; second lieutenant, Mr. Schriver; secretary and treasurer, W. Wyman. Regular runs are appointed for Saturday afternoons.

PEORIA BI. CLUB.—The Peoria Bicycle Club, of Peoria, Ill., was reorganized 12 June, with the following members: J. F. Coykendall, Charles F. Vail, S. S. Tripp, Fred. Patee, W. J. Rouse, H. G. Rouse, Harold Ross, F. H. Koetter, Burt Hardin, H. M. Goss, and J. E. Koch. The officers are C. F. Vail, president; W. J. Rouse, captain; H. G. Rouse, secretary and treasurer; Burt Hardin, sub-captain; Fred. Patee, color bearer. Regular club runs Thursday evening of each week. Our roads here are not the best in the world, though at times they are quite fair, but our runs are necessarily confined to the city. There are but few country roads in this vicinity that are fit for bicycling, but the club expect to take advantage of the first good weather for a Sunday run to Pekin, Ill., and return. The "big wheel" craze seems to have reached Peoria, as all the members are trying to dispose of their wheels, and get the very largest size they can use. Several new machines have been ordered, and the Expert Columbia seems so far to be the favorite. The largest wheel at present in our club is a 56-inch, but the owner is desirous of disposing of it, as he has aspirations toward a 60-inch. It is currently rumored that we are to have two additional members of our club in the near future, in the persons of two of our popular ministers. We think they will require all the patience of Job to wag their clerical legs over the streets of Peoria on a wheel without growling. We sincerely trust, however, if they do undertake the sport, that they may be abundantly successful, and derive much pleasure and benefit from it.

P. O'RIA.

PEORIA, ILL., 14 July, 1882.

ELEVEN members of the Lowell Bicycle Club, last week Wednesday, trained it to Salem, accompanied by their machines, and wheeled thence to Gloucester *via* Manchester-by-the-Sea, it being the first extended run since the club was formed. They wore their new uniform, comprising dark green patrol jackets, knickerbockers, and caps and bicycle shoes. Dinner in Gloucester was taken at the Pavilion Hotel, and the return to Salem in the afternoon occupied a little over three hours. Mr. L. L. Dodge, of the Thorndike Bicycle Club of Beverly, accompanied the party from the latter place to Manchester.

The Kentucky Bicycle Club will give Charles H. Jenkins, the fifty-mile road champion, a complimentary benefit tomorrow, Saturday, 22 July.

RACES

LAWRENCE, MASS., 4 JULY.—The first race of the Lawrence Bicycle Club was run on Independence Day, the course being around the Common four times, or nearly three miles, the circuit measuring seven tenths of a mile. About 10,

000 spectators were present, and were very enthusiastic. Six riders started, taking positions in the following order: Fred. Dyer, Emmons, Smith, Tacey, and Nat. Cogswell. Before the first lap was completed, Smith was thrown and cut his knee, but remounted and continued the race. At the completion of the lap Reed led by 150 feet, with Cogswell, Emmons, Tacey, Dyer, and Smith following in that order; but Emmons dropped out during the second lap, the rest keeping the same order until towards the end, when Smith took third position and Reed had lost 50 feet. On the third lap Reed's lead was reduced a trifle more, and Tacey withdrew. On the last lap Reed got a bad throw, but remounted and finished the race with one hand (the other arm being completely disabled) and secured third place. Smith then passed Cogswell, and crossed the line first in 11m 45s., Cogswell second in 11m 48s., Reed third. The prizes were: To first, a \$25 gold medal; to second, a \$15 gold medal; and to third, a pair of *Aeolus* ball pedals. The referee was Mr. Arthur Dyer, and judges were stationed at each turn. The race proved one of the best features of the day's celebration in Lawrence.

PHILADELPHIA, 4 JULY.—At Pastime Park, in connection with games under the management of Gormley, Dawson, and Ulrich, there was a one-mile professional bicycle race, which was won by Louise Armaindo, ten seconds start, W. J. Morgan second, and T. W. Eck third, the men starting at scratch. In a five-mile contest between the same competitors, Louise having one minute handicap, and Morgan and Eck from scratch, Morgan was first and Eck second, the lady breaking the handle of her bicycle before covering half the distance.

SELMA, IOWA, 4 JULY.—Two-mile and one-mile bicycle races were run here Independence Day, on a wet and heavy track, with time correspondingly slow. The former was won by G. Lowry in 13m 15s.; G. and J. Delaplain second and third, respectively. The one-mile was won by G. Delaplain in 4m 35s.; G. Lowry, 5m 33½s. G. Delaplain also won a 60-yards slow race in 1m 55s.

BALTIMORE, 8 JULY.—The fifty-mile bicycle road championship of the United States was run as announced, on 8 July, at Druid Hill Park, under the auspices of the "Badgeless Brotherhood," about 1,500 people being present. The course was around the lake, a mile and a half, level. The starters were Charles H. Jenkins of the Kentucky Bicycle Club of Louisville, E. E. Williams of Columbus, Ohio, and C. R. Evans, F. Fisher, S. H. Shriver, R. F. Foster, and H. Wilcox of Baltimore. The men all got away in good shape about seven o'clock A. M., and Foster soon got the lead, and kept increasing it for twenty-five miles, when he was more than five hundred yards in advance of Evans, Williams, and Jenkins, who were very

nearly together. Then Jenkins began to spurt, and at twenty-eight miles had overtaken Foster, whose arm, hurt at the Williamsburg races, began to trouble him so that after riding a few miles farther he withdrew, leaving the Louisville man to lead, with Williams second and Evans and Fisher not far behind. Wilcox and Shriver had dropped out before this, and at about the forty-second mile Evans also retired, completely used up. Jenkins complained of cramps, but pluckily held his course to the close, winning the race in 3h. 35m. 34½s.; Williams second in 4h. 8m. 27s.; Fisher third in 4h. 23m. 20s. Foster's time at twenty-five miles was 1 h. 43m. ½s. The officers were as follows: Judges, B. H. Haman, D. McK. Cooke, David Stewart; timers, W. C. Scribner, Dr. J. L. Turner, J. Ulman; referee, L. S. King. The prizes were gold medals to first and second, and silver medal to third.

CLEVELAND, OHIO, 11 JULY.—*Editor Bicycling World*:—The Cleveland Bicycle Club races which were postponed last fall were held on Tuesday, 11 July. At three o'clock in the afternoon, seventeen club members and six unattached riders started from 147 Ontario street for the track located on the grounds of Mr. J. B. Perkins, which was reached at 3.50 o'clock.

The mile race was at the head of the list, and promptly at four o'clock the men were started, there being seven entries. George Collister took the lead at the first quarter, and held it to the end, winning in 3.28½. A. S. Hathaway second, H. G. Biddle third, J. H. Collister fourth, J. D. Climo fifth, T. S. Beckwith sixth, Harry Glidden seventh. The prize was an elegant gold L. A. W. pin, the gift of Mr. J. H. Wade, Jr., the president of the club.

Next came the slow race of one hundred yards, in which there were eight starters, all of whom except A. S. Hathaway were dismounted, and he won in 2.25½. The prize for this race was an Acme bicycle stand. This was followed by the half-mile spurt, for a club badge. Six started. Hathaway and Biddle worked hard for the lead, but it was gained by the former on the last half, and held by him to the end; but he was pushed hard by Biddle, his wheel overlapping Hathaway's at the finish. Hathaway won in 1.38½.

After resting a few moments, preparations were made for the final event,—the half-mile hurdle race, which was contested by F. T. Sholes, F. W. Douglass, J. D. Pugh and Harry Glidden. Mr. Sholes took the lead and kept it until he reached the second hurdle (there being three hurdles), when in trying to vault into his saddle he fell; this allowed Pugh to win the prize, which was one year's subscription to the *BICYCLING WORLD*. Time, 2.21½, with Sholes second. A leather medal was presented to the last man; it was a gorgeous affair,

being about four inches in diameter, with the title "The Last of the Mohicans" printed across the centre.

A large number of spectators were present, including many of the fair sex, and the enthusiasm they displayed tended to encourage the riders. After the races the club rode to Rocky River (four miles), where they sat down to an elegant supper which Mr. J. H. Wade, Jr., very kindly provided. After the members had disposed of this and cleaned the table,—as only Cleveland bicyclers can,—they mounted their "bikes," and under the guidance of Capt. Sholes reached the city after dark. Before departing for their homes, all present voted that the club race meet had been a complete success, and felt that their most sanguine expectations had been fully realized. During the races a head wind prevailed on the last quarter, and after considering this and the amount of racing experience our members have had, we feel that we need not be ashamed of the time that was made.

STEERFORTH.

We frequently see in our exchanges credit given to R. S. Codman for the best quarter-mile time on record. Mr. Codman is not entitled to the record, and he does not claim it. In 1879 a quarter-mile race was run in heats at Chestnut Hill, in which R. S. Codman and G. Tappan Francis contested. The first heat was won by Francis in 38 $\frac{3}{4}$; the second heat was won by Codman in 38 $\frac{3}{4}$, but the heat was not allowed on account of a false start. Codman won the other heats and took the race, but the record remains with Francis if any one. The course was, however, not one upon which a record can be allowed, for a good portion of it was down-hill. It is absurd to take the time as the best on record.

THE amateur championship races of the Bicycle Union were to be run on the 8th inst. at Ashton Lower Grounds, Birmingham, and comprise the following events: One-mile scratch, twenty-five miles, and one-mile open handicap. The winners in the two former were to receive each a gold medal, and any other competitor beating the following time standards should receive a silver medal: One mile, 2m. 51s.; twenty-five miles, 1h. 20m. To-morrow, the 22d, the five miles amateur championship will be run (time standard 15m. 10s.), and on the 29th the fifty-mile championship (time standard, 2h. 53m.) These races will occur at the Crystal Palace, Sydenham.

THE Boston *Courier* erroneously states that J. S. Prince won the ten-mile professional race at Druid Hill Park, Baltimore, 24 June, on an Expert Columbia. Mr. Prince rode a British Invincible on that occasion.

WE are informed that Prince's proposed race at Norwalk, Conn., on the trotting track of the Agricultural Society against a fast trotter, twenty miles even for a purse, which we announced

two weeks since, is to take place 6 August.

THE Massachusetts Bicycle Club has challenged the Boston Bicycle Club to a ten-mile inter-club race, a team of three from each club. The Boston Club will take action at its next meeting.

ROLLINSON says that when he is in better condition he will try conclusions once more with Prince on even terms. Meantime he goes to England, partly on a business trip, and expects to return in a few weeks and go into active training.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Roads about Detroit.

Editor Bicycling World:—During the past week my brother and I have been testing the roads in and around Detroit; and have enjoyed ourselves greatly thereby. I wish to speak, in particular, of two runs we took out of Detroit to Orchard Lake, and to Mount Clemens, and hope that other riders who visit Detroit will try them, especially the former. Detroit to Orchard Lake:—

Jefferson avenue out Woodward, direct road, to Royal Oak. 12m. Cedar block to city limits, then gravel and plank to Royal Oak. Condition fair on the average. Royal Oak to Birmingham, 6m. Continue straight ahead from Royal Oak. Road is gravel and good. Birmingham to Pontiac. Continue straight ahead from Birmingham down long hill. Do not coast. Road is gravel and excellent. The road is hilly, but hills are small and easily mounted. Nice opportunities for coasting. Scenery from here to Orchard Lake is beautiful. Pontiac to Orchard Lake. Take second road to left after crossing small river bridge. The road turns to left slightly after leaving the corner. Road is fine gravel, surface undulating. Riding is "immense." Stop for dinner at hotel top of hill. Know hotel by the sign, "Groceries." 31 $\frac{1}{2}$ m.

On our return we made the distances above as follows:—

Orchard Lake to Pontiac, 5 $\frac{1}{2}$ m. 33 min.
Pontiac to Birmingham, 8m. 47 min.
Birmingham to Royal Oak, 6m. 40 min.
Royal Oak to Detroit (Brady street), 10 $\frac{1}{2}$ m. 80 min.
3m. 200 min.

The run to Mount Clemens I cannot give so definitely. Start at Woodward avenue out Jefferson. Block pavement to city limits, about three miles. Condition fair, then good gravel for about

seven miles. Remainder of road is natural soil. The bicyclist will have to walk perhaps about one mile of the whole route. This road follows the river and lake all the way, and gives a good view of the water. The distance is about twenty-seven miles. On the return, take the Utica road. The first seven miles is gravel, and rather rough on account of large stones. The balance of road to Detroit is plank, rather rough. Distance about twenty-one miles. We averaged on this run about seven miles per hour.

We have been thinking of taking a two-weeks' run through Michigan, Indiana, and Ohio. The route will probably be something like this: Toledo, Detroit, Flint, Saginaw, Lansing, Hillsdale, Coldwater, Fort Wayne, Lima, Sidney, Bellefontaine, Springfield, Dayton, Xenia, Columbus, Fremont, and Toledo. The distance would be about seven hundred miles. Should we take this trip, I will endeavor to give bicyclers, through the *WORLD*, the benefit of our experience.

CORN CITY.

TOLEDO, OHIO, 10 July, 1882.

Transportation Charges.

Editor Bicycling World:—The question as to whether bicyclists riding on railroads shall pay extra fare for transportation of their wheels is soon to be settled as far as the Little Miami Railway is concerned. Heretofore the baggage men seemed to use their own discretion in the matter, making unjust discriminations. This treatment gave rise to the question as to whether they were authorized to collect anything at all or not. Complaint was made by a member of the Xenia Bicycle Club to Mr. Ralph Peters, the superintendent, and he writes that an investigation will be made of the whole thing. The matter is of special importance to the members of the Cincinnati, Columbus, Xenia, Dayton, and Springfield Clubs, as well as to many unattached wheelmen on the line of this road. W. INANS.

XENIA, OHIO, 11 July, 1882.

Roads from Manchester.

Editor Bicycling World:—The Manchester Club has two consuls, by reason of one member being located twenty miles out of the city, but in a good section for riding. This is W. H. Chase of North Weare, an enthusiastic biker, and one of the best riders in this section. Secretary C. H. Wilkins is consul in Manchester. These two have been sampling the roads about here lately, and find most of them fair riding. Between here and North Weare, about one third, nearest this city, is "poor to bad," the rest being "fair to good." Distance, twenty-two miles. The Nashua road, west side, distance eighteen miles, is not as good, the Manchester end being the better. Others might be mentioned, but only one will be,—the Lawrence road. To Derry, fair to good; Derry to Salem, up-hill and sandy; Salem to Methuen, sand—and such sand! sand almost impossible to

push the machine through, and that in one and two mile stretches, with a mile or less of poor riding sandwiched in. There is a foot-path in places; but it is so cut up with deep ditches, a few rods apart, that pushing the bicycle is difficult. We cease to wonder why the Lawrence men don't visit us. At Lawrence some good streets were found; also one wheelman, but he was a club man, and did the correct thing. President Currier was five miles up the river, swung in a hammock, keeping cool, or trying to. (This was last Sunday, the 9th.)

The Hotel Brunswick needs to be advertised, that it may be avoided. It is not quite up to the Essex, at Salem—not quite! Our riders went there because the Essex County meet headquarters there. Well, dinner,—cold turkey, chicken, roast beef, lamb, with potatoes. Strawberries were in sight, and ordered. Ice cream was mentioned, and ordered. A bath was taken in the hotel tub. The bill read: Dinner, fifty cents; strawberries and ice cream, twenty-five cents; bath, twenty-five cents. Total, \$1.00 each. The “dinner” did include bread, butter, and pickles.... I like “J. Park Street’s” ideas about signs, but offer one suggestion,—that “fp” be used for foot-path. I think this will be approved by riders where the roads are like ours. We find that where they are in a chronic state of badness the pedestrians have usually made a good or rideable path at the side. But give us signs of some sort. SCRIBE.

MANCHESTER, N. H., 12 July, 1882.

What Has the League Accomplished?

Editor Bicycling World:—Of late days it has been my lamentable lot to hear many expressions of dissatisfaction towards the League. Such questions as: “What good has the League accomplished?” “Why should we be subject to League rules?” etc., coming from wheelmen of acknowledged intelligence, have awakened serious misgivings that the harboring of such thoughts may in time engender an open defiance of League authority, and outlaw the exponents of such doctrines among the bicycling fraternity. In the early days of my bicycling career, I confess to having viewed a membership in the L. A. W. as involving the outlay of a substance to secure an ideal; but upon serious reflection, its moral influence upon the sport alone converted me, and now I am a firm believer in its physical benefits as well. Those wheelmen who withhold their patronage from the League with the idea that its advantages are in the mere “name of the thing” will credit this article with at least the intention of removing erroneous impressions.

From the earliest days that history records the doings of mankind down to the present time, in every country, society, or organization there have been laws and rules to confine the actions of man within certain bounds. The necessity of statutory restriction is so obvious

that one need only fancy the horrors of a country without law to be convinced of the indispensability of legislation. It must also be admitted that the power which affixes such laws must be of the highest authority, in order to command respect and obedience. This, then, is the first and principal object of the League. To enact and enforce, by the fear of consequences, such a code of laws as shall best serve to advance the interests of the wheel, and those who partake of its pleasures.

Without the L. A. W., or some kindred power, the sport would soon degenerate into an army of professionals, and those who used the bicycle for pleasure would be indiscriminately classed with the profit-seekers; which would so lower the caste of our favorite sport as to prevent the better classes from participation therein. If it is desirable that this state of things should not exist, that the distinction between amateur and professional should be broadly defined, that the general character of bicycling as a pastime should be elevated to the highest standard of purity, then the League is clearly an absolute necessity. That these things are to be desired no one will deny, not even those nihilistic individuals who would destroy that which we have, without offering to substitute a better. So much for the moral influence of the L. A. W.; and now a few words touching its physical usefulness.

It is a deplorable fact that the League has not extended very substantial aid to its members; but what it lacks in this respect can only be accounted for by an extreme youth, and a comparatively small membership. Towards remedying this deficiency, an increased membership would go a long way; and with such improvements in the workings as time and experience will surely bring, the League would soon attain a power so mighty that evidence of its good work would be scattered broadcast throughout the land.

VEDETTE.

LOUISVILLE, Ky., 12 July, 1882.

Comment on “Be Courteous.”

Editor Bicycling World:—In your excellent editorial article in the last issue of the WORLD, there were one or two points which some of your readers may have understood as referring to the Marblehead Club. I did not intend to give the impression that the two bicyclers who evaded the officer, and took that run along the beach at the Point of Pines, were members of the Marblehead Club. They were not. They were strangers, with whom we fell in at Revere Beach. But they did not take that method to gain a free entrance to the grounds. They probably would not have objected to paying had they cared to go in; but a spirit of mischief seized them on noticing the anxiety of the gatekeeper, who went outside the grounds several rods to collect our fares, so remarking that they guessed they would not have to pay for riding along the beach, the two

swung into their saddles and took a brief wheel on the sand. They did not, however, enter the grounds.

I agree with you that there are wheelmen who care naught for the rights of others on the highway, and who are utterly lacking in courtesy,—having, I regret to say, run across such persons many times; but so far as the Marblehead Club is concerned (and I have done considerable riding with the club), I shall be surprised to hear that its members have in a single instance been unmindful of the rights and privileges of others, or found wanting in proper politeness. GEESEE.

MARBLEHEAD, MASS., 14 July, 1882.

Prize Values.

Editor Bicycling World:—In your issue of 7 July, attention is called to the desirability of reducing the value of prizes in amateur races. It seems to me that there is only one way to accomplish it, and a very easy one at that. As all race meetings are to be held under the auspices of a League club, let our representatives and consuls come together, and set a maximum money value that shall be offered for five-mile and one-mile races, and so on; and no club to offer prizes worth more than those sums under a penalty. Clubs would not of course be obliged to offer prizes equal to the amount set. Thus a standard would be set, and amateur racing put on a firm footing; and the stronger clubs would not thrive at the expense of the weaker ones. Medals are going out of date, and prizes useful as well as ornamental should be given; the best that can be given for the sums set. The sums set should be fair, as bicyclers have heavy railroad fares to pay in general, and while honor is good to have, still a handsome and valuable prize is best in the long run; and a man earns all he gets, let the prizes be ever so good. By all means let us have a standard, and set it well up, and help raise the standing of bicycling racing. The Springfield Bicycle Club gave \$700 in prizes 4 July, and the racers earned them; it paid to give good prizes, and we are sure that nothing was lost by it. On the contrary, everybody gained by it: the public in seeing good racing; the bicyclers in coming together and striving for a valuable prize. Enthusiasm was awakened in the public mind, and bicycling got an impetus, so that where there was one bicycle 1 July, there will be two bicycles 1 September. Over 8,000 people witnessed the races 4th of July, and still cry for more. Give us a standard in time for fall races.

HENRY E. DUCKER.

SPRINGFIELD, MASS., 15 July, 1882.

“Prizes.”

Editor Bicycling World:—Considering your article of July on “Prizes” well put, I thought I would contribute to the following as *apropos*: “The Pythian games, dedicated to the Pythian Apollo, were specially confined to musical con-

tests, chiefly between citharoedes and auletes, in which the contending parties sang a festival hymn, accompanied on stringed instruments or flutes; and *although the prize was but a simple laurel wreath, the victor's praises were sounded throughout the whole of Greece.*"

"T is said that Grecian art has become a guiding principle in modern æsthetics; so the "æsthetic athlete," as the Chicago *Tribune* calls us, will not debase himself by following your suggestions. 1097.

PITTSBURG, PA., 17 July, 1882.

The "Montrealers" at Quebec.

Editor Bicycling World:—As promised, I now send you a full, true, and particular account of the visit of the Montreal Bicycle Club to the ancient city of Quebec. Punctually at 5.45 Friday afternoon, 30 June, the bugle sounded the "fall-in" at the club-house on Mansfield street; and a gallant array of twenty-one men, in reply to the signal, marshalled their wheels in line facing the headquarters. The whistle to "mount and ride in single file" soon followed; and headed by the captain, closely attended by the bugler and standard-bearer, the long line moved slowly down Mansfield across St. Catherine and Dorchester to Palace street, and down town by way of Rade-gonde and St. James streets; dismounting in front of the court house, and walking thence down the steep hill to the Quebec boat. The following is a complete list of the members who took part in the trip: H. S. Tibbs, captain; J. D. Miller, honorable secretary, treasurer, and bugler; J. Trotter, first lieutenant and standard-bearer; A. T. Lane, second lieutenant; G. M. Smith, third lieutenant; G. DeSola, fourth lieutenant; J. A. Muirhead, fifth lieutenant; R. Campbell, J. Robertson, W. Starke, C. Delmege, C. A. Merrill, J. Cassils, Jonathan Low, W. C. Bessey, M. B. Davis, G. R. Starke, W. Goldstein, F. Macculloch, W. G. Ross, and H. Shaw.

As soon as possible after getting on board, we stowed our machines away in the best corners we could find. Jangling Johnnie, and one or two others looking carefully after number one, and tipping some of the hands to stow their wheels away in their private cabins. Shortly after this, Hungry Tommy began to show symptoms of his perennial complaint; and nothing would satisfy his fears for the future well-being of his inner man but the purchase of a baker's dozen of supper tickets. This done, peace reigned for a while, during which we skimmed rapidly down St. Mary's current past Hochelaga on the left, and Longueuil on the right hand; then followed Longue Points, and then the supper bell. Our bugler, who had been practising carefully for about a week here, treated us to "hot potatoes, hot potatoes, pick 'em up;" etc. and down we rushed to the dining saloon, and commenced the first of a series of meals which would not have disgraced the swallowing capacities of giants. We were unfortunately unable

to get near the piano, as a team of very festive cricketers, bound for Three Rivers to play a match with the Trifluvian Club on the morrow, monopolized it during the whole evening, to the great disgust of our musicianer, who privately remarked to me that he guessed he could discount that performance anyhow. Shortly after passing Sorel we turned in to our state-rooms, and were soon wrapped in the arms of Morpheus, except one or two unfortunates for whom our genial and painstaking secretary had carefully secured berths over the paddle-wheel. We woke early enough in the morning to find, in place of the sultry weather Vennor had promised, a beastly raw-looking day, with a fresh wind blowing, and every appearance of rain.

We reached the wharf about nine o'clock, after knocking about between Levis and Quebec for nearly an hour and a half (presumably to force us down to breakfast; which underhand game we euehred by taking in an extra reef in our belts), and were met by Capt. Campbell and a detachment of the Quebec Club, who escorted us to their wheel-quarters at the skating rink, where we housed our bikes, and hastened back to the St. Louis Hotel and our breakfast.

It was matter for serious regret that Bunthorne did not accompany us, to diversify the crowd. As it was there was verily a company of mashers. Jumbo and Maitland made many conquests at first sight; so did bewitching-eyes Grosvenor and Jimula. After twenty-one breakfasts had been despatched, each of which would have done credit to Hungry Tommy himself, the bugler sounded the fall in, and we departed in quest of our machines at the rink. Just as the last man mounted, the first drop of rain fell, and gradually it began to pour. We stuck to our programme as long as possible, which was to commence with a parade and drill on Dufferin Terrace; and, after carrying out some of the simpler movements to the satisfaction of the crowd of some three or four thousand people assembled, we had to abandon the terrace for the cover of the rink, where, after mopping down our wheels, we continued our evolutions until our clothes dried on us. In the afternoon, as it continued to pour with rain, we had more drill, and the Quebec Club turned out for drill also in the rink.

In the evening the Montrealers were entertained at dinner at the St. Louis by the Quebec Club, and a very pleasant evening was spent. The usual toasts were honored, including the Queen, Governor General and Princess Louise, Montreal Club and officers, Quebec ditto, the L. A. W., and the ladies. Unexpected talent in the singing line was developed, especially from the larynx of "Hungry Tommy," who electrified his audience and himself by rendering "The Mer-man" in very good style. The meeting broke up about 10.30, and sought their "virtuous downies," while others went up to the rink in calashes, to

see the completion of a sixteen hours' go-as-you-please (four nights) or, as the French programme rendered it, "Allez-comme-il-vous-plaira," in which Jesse Morahan of Montreal, a pedes-trienne of renown, was competing. White Eagle, a Caughnawaga Indian, won, with 124 miles to his credit, — not bad for a man forty-five years old. Next morning we were pleased to find that it still rained as hard as ever; and about sixteen of us attended the morning service in the cathedral, and heard Bishop Cox of Western New York preach a very eloquent sermon. One of his remarks was as follows: "What kind of a soldier is he who despises his livery?" As "Jumbo" was ashamed to be seen at church in his uniform, and donned a suit of mufti, this must have struck home. Our captain and hon-secretary-and-treasurer-and-bugler (ahem!) were entertained to dinner at the residence of Capt. Campbell's father, and were most handsomely treated. Our second, third, and fifth lieutenants were equally well taken care of by Mr. Herbert Judge, the Quebec's scratch-tary. Our first and fourth luffs were visiting friends.

It still rained; and some half dozen fellows got disgusted, and returned by rail to Montreal. The balance remained true to their posts, however, and were rewarded by their first glimpse of Quebec sun on waking Monday morning. During the forenoon we visited the Montmorenci Falls, some nine miles from the hotel, and descended the three hundred and sixty-seven stairs to the foot, getting drenched with spray for our pains. Several of us left our initials cut in the stair rails as a memento of our visit; and close to one of the refugees may be seen a rude (very) copy of our club badge, and a little higher up the badge of the N. A. A. A.

On returning to the St. Louis we lunched, and then assembled on Dufferin Terrace, and completed our interrupted exhibition of drill; leaving there at 4.30 for the Montreal boat, escorted by several members of the Quebec Bicycle Club, with whom we exchanged a rousing cheer as the boat commenced to move; and I think I may safely say that in spite of the unfavorable weather, not one of that party regretted the trip. On board the boat, after doing justice to supper in our usual style, we got possession of the piano, and indulged in songs and chorus to our hearts' content, and that of the other passengers, who repeatedly applauded our efforts; and when we were tired of that, we had some foot drill on the forward deck, and when that got monotonous, we had reading aloud, and subsequently bed, reaching the club house about 7.30 on the morning of the "Glorious Fourth." KANUCK.

HILL climbing by both bicycles and tricycles still continues to be the highest aim of competitive wheelmen in old England. Hills will soon be among the 'cyclic bugbears of the past.

CURRENTS CALAMO

THE Quincy Bicycle Club rode to Dedham to dinner, Sunday. Quincy contains two clubs and more than sixty riders.

THE Marbleheaders made a wheel trip to Manchester, Mass., Sunday. The club has arranged for regular Wednesday evening runs during the summer.

WE understand that the fair students at Wellesley College are interested in tricycling, a Salvo being already in use and a Coventry Convertible ordered.

THE early part of this week has been remarkably pleasant and comfortable for so near the dog-days in this section, and the wheelmen have taken full advantage of it.

THE staid members of the Citizens' Club of Gotham occasionally get frisky and go on a rampage. Several of them went on an all-day run to Nyack-on-the-Hudson and return one day last week.

LINCOLN PARK has been opened to Chicago wheelmen probationally for thirty days, and there is practically no restriction against them to-day in that city. Last year at this time they only had the streets.

WE are glad to see the Manchester (N. H.) consuls making their office of practical value, and we know all wheelmen will appreciate the brief and yet clear and complete description of the roads converging on their city. They were projecting a visit to Director Hazlett in Portsmouth last Saturday.

THE Kankakee riders really enjoy occasional tumbles from their machines. Four of them, according to the *Gazette*, recently made a run (?) to Mokence, a short distance out, in the rain, and had so much fun on the wet and slippery road for about two hours that they were intending to take advantage of the next rainy weather to try it again.

AT a recent meeting of the committee of the park commissioners of Philadelphia, statements as to the number of visitors to the park for the month ending June 30 were presented, as follows: One-horse vehicles, 59,939; two-horse, 34,940; four-horse, 42; bicycles, 1,968; equestrians, 5,453; pedestrians, 498,025, which is a pretty good showing for the wheel.

WE have received from A. E. Swartout a copy of the by-laws, rules, and regulations of the Auburn Bicycle Club of Auburn, N. Y. We perceive the members recognize the possibility of equilibrial uncertainties by inserting a clause in relation to runs to provide for securing hotel or *hospital* accommodations, and also a suggestion for a skilful surgeon and aids to follow long excursions in an ambulance wagon to pick up the "leavings."

GOOD weather and good roads have kept wheelmen on continuous "runs" in the

Boston suburbs, this summer. They swarm the highways, singly, by couples, and by squads of from three to a dozen. The usual South Canton trip was made by several of the Bostons, Sunday, and a number of the Chelseas wheeled to Hingham on an assigned run, while the uniforms of Massachusetts, Roxbury, Malden, Crescent, Marblehead, Newton, and other clubs seemed ubiquitous, so frequently were they met, and in such widely separated sections; and the unattached riders in nondescript attire were more numerous still.

TRICYCLING

THE TRICYCLIST. — Lacy Hillier's new "sociable" journal has been received, and like its two-wheeled contemporary, the *Cyclist*, is admirably "made up" and printed. Like all new papers, also, the contents of the first number are largely introductory in character, but are nevertheless interesting and instructive. Mr. Hillier's leader is principally devoted to a review of the comparative growth of bicycling and tricycling, and predicts, as the *BICYCLING WORLD* has predicted, that the latter will in time surpass bicycling in the number of its devotees. It then proceeds to state the platform and policy of the journal, and says: "Whilst leaning towards conservatism as regards established institutions, we shall not hesitate to attack mismanagement or impotency of action, when they are displayed either by individuals or governing bodies. Whilst representing most fully and energetically the interests of tricycling, we shall not attempt to foist them on the public as of paramount importance. Tricyclists form an important section of the wheel world, but still they are only a section; and situated as the wheel now is, unity amongst all its votaries is imperative." For the rest, the paper is newsy, and its various departments are arranged with taste, and filled with attractive and pertinent matter. We acknowledge the compliment to the *BICYCLING WORLD* in heading its department of "shorts" "Currents Calamo." Finally, we welcome this agreeable accession to periodical wheel literature, and wish it all the success it certainly deserves, and which we feel it is bound to achieve.

- "OLD FILE," in the *Tricycling Journal*, says: "Contemporaneously with the announcement of the Derby-to-Holyhead ride comes the news that the record for a day's journey on a sociable has been raised to 120 miles. This is all very well, but these sociable records might not stand if both the riders are men. The great point of sociables lies in their peculiar value for riders of opposite sexes to journey together, and for two men to go about on a double tricycle is as absurd as for two men to dance together at a ball. Mr. and Mrs. Williams's ride of 102½ miles in the day must therefore be looked upon as the genuine sociable record."

THE proposed "Cyclists' Battalion" begins to take form — in theory — and causes much discussion in English-wheel papers.

AND now "Jarge," Lacy Hillier, has been hill-climbing with Miss Jessie Choice, the young lady who helped "Faed" to drive a "Cheylesmore" sociable up the Reigate and Muswell inclines, the Hillier-Choice feat being the conquest of Crystal Palace Road Hill on a Club.

JULIUS WILCOX writes us that he has just received his "Coventry Rotary Convertible," and is much pleased after a limited trial of its capabilities. He mentions several little points of detail in which the manufacture is defective and crude, as is generally the case with imported machines, both bi. and tricyclic, and which English makers should strive to remedy. Circumstances have hitherto prevented us from testing ours (same make) sufficiently to enable us to express a full opinion of its merits and demerits.

WE regret to learn that Mr. E. F. Bixby, the tricycling conqueror of Corey Hill, met with a severe accident one day last week, while riding on Columbus avenue, Boston. In trying to avoid a scared horse and dodge two street cars at the same moment, he ran so violently against the sidewalk that he was thrown out, sustaining severe bruises, besides sprains to wrist and knee. The horses, whose foolish fright caused the mishap, were standing unattended and untied, and the owner, acknowledging himself to blame, wanted to pay damages.

THE Alpha Tricycle Club, of Newton, Mass., was formed 11 July, with eight members, several of whom are ladies, on its roll. Among the members are Mr. J. W. Carter of Carter, Dinsmore & Co., Boston, who rides a National, and has ordered a Humber also; Mr. James R. Carter, of Carter, Rice & Co., Boston, who has a National; Melvil Dui, Esq., secretary of the American Library Association, who rides a Salvo; and Mr. Charles L. Clark, one of the racing men of the Boston Bicycle Club, who will probably ride a Devon. The interest in tricycling is very large and rapidly growing in Newton and vicinity; and Waltham, which has been looked upon as the particular field of the three-wheeler, will have to stand aside very soon. The ladies are as enthusiastic as the gentlemen, and many of them use the wheel. The Messrs. Carter will have a Club Sociable as soon as it can be procured from England.

WE received through Vice-President Parsons a declination on the part of Director Fred T. Sholes of Cleveland, Ohio, to be considered a candidate for chief consul of his State; but it was too late for insertion in last week's issue, which had already gone to press. We shall regret if Mr. Sholes's business engagements must deprive the League of so excellent and efficient an officer, and trust that if elected he will consent to serve.

L. A. W.

AMATEUR BICYCLERS everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consults, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

MARBLEHEAD BI. CLUB.—Additional: L. A. Peabody and Wm. G. Pray, — both of Marblehead, Mass.

MISSOURI BI. CLUB.—Additional: Julian J. Laughlin, 511 Pine street; J. W. Rannels, Bartold Valley, St. Louis County, Mo.; Harry Hatze, 712 North Fourth street; F. W. Billings, Southern Hotel; Russell Parker, 701 Pine street; Prof. C. H. Stone, Tower Grove; O. Fred. Oeters, 209 South Main street; W. J. Thorne, 3532 Olive street; W. A. Brichner, National Stock Yards, Box No. 77 East St. Louis, Ill.; Wm. Y. Humphreys, 3412 Lucas avenue; H. C. Thorne, 3532 Olive street; Coler E. Stone, Tower Grove; H. W. Greenwood, 307 South Fifth street; W. H. Phelps, 1351 Washington avenue; W. H. Gregg, Jr., 3013 Pine street; Lytton Forbes Garvey, 10 South 22d street; E. T. Peter, Lindell and Grand avenues; Richard E. Perry, 36-8 Vandeventer Place; Lemon Parker, 812 South 13th street, — all of St. Louis, Mo.; L. H. Taylor, Columbia, Mo.; L. W. Drummond, care of Drummond Tobacco Company, Altoon, Ill.

KANKAKEE BI. CLUB.—Additional: Clarence E. Holt, Walter S. Parker, Louis Lecowi, Charles H. Cobb, Herbert E. Taylor, Geo. F. Crawford, — all of Kankakee, Ill.

ZANESVILLE BI. CLUB.—Additional: W. C. Lawhead, Zanesville, O.

PEORIA BI. CLUB.—Additional: H. M. Goss, 207 South Adams street; Willard W. Burt, 316 South Washington street; H. E. Hardin, 110 South Washington street; F. W. Koetter, 115 South Water street, — all of Peoria, Ill.

NEWTON BI. CLUB.—New: James C. Elms, Jr., Newton, Mass.; Francis H. Whiton, Newton, Mass.; Philip L. Aubin, Post-Office Box 5237, Boston, Mass.; Robert W. Bush, West Newton, Mass.; Fred. W. Walker, Auburndale, Mass.; Wm. A. Hall, 19 Bromfield street, Boston, Mass.; Edw. P. Burnham, Newton, Mass.; Herbert G. Pratt, West Newton, Mass.; Geo. A. Mower, West Newton, Mass.; Fred. Harwood, Newton, Mass.; Geo. H. Blackwell, Newton, Mass.; Andrew J. Soles, Jr., Newton, Mass.; Geo. T. Allen, Newton, Mass.; H. M. Saben, 260 Purchase street, Boston, Mass.; D. N. C. Hyames, Washington street, Boston, Mass.; John W. Byers, Newtonville, Mass.

WORCESTER BI. CLUB.—Additional: J. Frank Wood, Worcester, Mass.

LANCASTER BI. CLUB.—Additional: Dr. E. D. Day, James D. Landis, — both of Lancaster, Pa.

HACKENSACK BI. CLUB.—President, Wm. T. Knapp; captain, C. Julian Wood, * Box 379, L. A. W. 82; lieutenant, Cyrus Knapp, * Box 2019, L. A. W. 82; secretary and treasurer, H. Stewart, Jr., Post-

Office Box 138; Charles Beck, Henry A. Griffiths, Walter F. Farr, Samuel G. Munn, J. Remsen Beam, — all of Hackensack, Bergen County, N. Y.

*Already members of the L. A. W.

UNATTACHED.—W. D. Graves, 3 Stone street, Watertown, N. Y.; Henry H. Post, Oswego, N. Y.; John P. Miller, Oswego, N. Y.; John F. Fraser, Carmi, Ill.; C. A. Roberts, 1203 Arch street, Philadelphia, Pa.; H. C. Witmer, Juda, Wis.; David R. Orbison, care of German American Bank, Sidney, Ohio; Wm. A. McCune, 214 South Ohio street, Sidney, Ohio; Wm. P. Harmony, 214 South Ohio street, Sidney, Ohio; Chas. R. Harley, 223 North 20th street, Philadelphia, Pa.; Wm. A. Richards, 239 State street, New Haven, Conn.; G. F. Stillman, Iliou, N. Y.; D. McKim Cook, Lanvale and John streets, Baltimore, Md.

CORRECTIONS.—"Robert R. McCormick, Edinburg, Pa.," published 30 June, should be Robert K. McCormick, Edinburg, Pa. (Knox P. O.). "Frank P. Brown," of Cleveland Bicycle Club, published 7 July, should be Frank B. Brown. Also in the Cleveland Bicycle Club list of same date, "Herbert Biddle" should be Herbert G. Biddle, "J. D. Perch" should be J. D. Pugh, and "Allan Hathaway" should be Allan A. Hathaway.

To the Amateur Bicyclers of America.

YOUR attention is respectfully called to the League of American Wheelmen, formed at Newport, R. I., 31 May, 1880, as an organization deserving your encouragement and co-operation; and whether club members or unattached riders, you are cordially invited to present your names for membership. The advantages of a union of bicyclers throughout the country for the mutual benefit of all seems so obvious as scarcely to need mention. The badge of the League will insure a cordial welcome from some genial wheelmen in almost every city or town in America, — or in the world; it will give the wearer full fellowship with a large and widely scattered body of thorough gentlemen; it will inspire respect in over-zealous officials, or overbearing drivers, from the knowledge that its bearer will be backed up by a large and influential organization in enforcing his rights. The best legal knowledge will be at the command of any member whose rights are threatened. Tours and excursions can be intelligently planned on information which will be at the command of every member, through consults all over the country. United action will result in favorable regulations as to bicycling in cities and towns, as to transportation of machines by railroads, as to the proper management of races, etc. The League is the recognized authority in the country in regard to bicycle races, and infringements of its rules will entail a heavy penalty upon any wheelman who desires to rank as a racing man. In short, there is not a bicyclist in America who will not be benefited ten times the cost of membership by the action or influence of this powerful combination. Can there be one who is not desirous of sharing in its expense and influence by adding to its membership his name?

The following extract from the cordial address of the Bicycle Touring Club of England — through its secretary, Mr. W. D. Welford — to the League, admirably suggests the benefits of such societies: "Genial companionship, easy intercommunication, mutual protection and defence, sensible laws and reasonable administration of them, good roads and some degree of freedom in the use of them, comfortable hotels and moderate charges, — these are indispensable auxiliaries to the progress and safety of cycling. In such matters the individual wheelman is powerless, and the ordinary club ineffective; but a league of cyclists can exercise a great influence in obtaining public recognition of their wants, and in promoting the success and increasing the popularity of cycling."

The League now has upward of 2,500 members, a full code of rules, and well-perfected plans of action and usefulness, and it asks the wheelmen of the country to unite to make it still more powerful and effective. Any inquiries will be cheerfully answered by

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.
54 Wall street, New York.

Through the White Mountains on the Wheel. II.

WE dined at the hotel, — the Prospect House, — and were served with a prime dinner for the reasonable sum of \$1.00. Terms per day, \$4.00. If the time is September, the visitor will do well to try the delicious mountain cranberries which abound on the summit. The descent will be found almost as laborious as the ascent, though made in much less time. We were three and a half hours in going

up, and two and a half coming down. This is sharp work; it would be better to take a whole day for this visit.

Regaining our machines we continued past the school-house on the Notch road to Benton, finding one quarter of a mile good riding; four miles up hill with the road degenerating into a cart-path, through dense woods with the mountains closing in on each side until daylight was almost excluded; three miles of jungle of grasses three or four feet high, through which the machines were pushed with difficulty; and finally, after six miles of this wilderness, three miles of hard road and riding again. Let no one ever again take a bicycle within five miles of Benton Notch. Arriving in Benton, we found ourselves inquiring for the village, right in the midst of it. These country villages look much alike on the map, Benton appearing as large as Warren or Bethlehem, though it consists of a few scattered farm-houses only, receiving their mail twice per week. Distances as measured on the map can be depended on, but not so the size of villages. We spent the night at W. W. Eastman's farm-house, Wicher's Hollow, and can heartily recommend his bed and board to the tourist. The next morning we went to Franconia by the direct road through Easton, leaving the village about three quarters of a mile on the left.

BENTON P. O.

1. Short, sharp hill, then level; hard surface; good riding; no dismounts; fine views of Moosilauke.

1½. Bridge over Davis Brook. See basins at right side.

2. Slightly soft; loam; mostly down grade; can be ridden without dismount; sharp turn to left and cross the wild Ammonoosuc river.

3. Sand three inches deep; level; hard riding; frequent dismounts necessary; road follows bank of river, affording pretty scenery; sharp turn to left.

4, 5, 6. Changing from sand to sandy loam. Undulating; no sharp hills; three or four dismounts necessary; easily ridden three fourths of the way.

7, 8. From sandy to clayey tendency; occasional patches of sand; more hilly; riding same as 4, 5, and 6.

9, 10. Surface grows harder and smoother; general down grades; road widens out and gives better side paths; easily ridden without dismount.

11, 12, 13. Surface improves all the way; road a little loose in centre, but rideable anywhere; good hard clay, side paths all the way; gently descending grade or level; no dismounts.

FRANCONIA.

Three quarters of this thirteen miles may be ridden by an indifferent rider, and almost the whole of it by a strong, experienced one. The last half of this road skirts the base of the Franconia range, affording fine views of its principal summits. At about the eighth mile look out for a guide-board showing the way to Bridal Veil Falls and the new flume,

both of which are said to be worth the necessary effort to see them. Reasonable accommodations can be had of Alvin Grimes, whose boarding house will be found at about the tenth mile.

Franconia street is decidedly sandy towards the east, but west it grows harder. In the village a half-mile of second class Boston riding may be had on the sidewalk. In the afternoon we went to the Profile House and down the Franconia Notch to the Flume House, taking a look at the Profile, Echo Lake, Eagle cliffs, basin, pool, and flume, returning to Franconia for the night.

1. One quarter of a mile sidewalk, then sandy, two to three inches deep. Level. Hard riding, but can be ploughed through by hard pulling.

2, 3. Loose, stony surface; very little sand; all up grade; steep in places; easily rideable as to surface, but very hard as to grade; most riders would walk three quarters of it.

4. Harder; sand changing to clay or gravel; steep up grades in places; about one half easily rideable.

4½. Summit; road grows harder; level.

5. Good gravel road; gentle down grades; riding excellent.

5½. First-class gravel road; gentle grades; regular Boston riding.

PROFILE HOUSE.

In front of this house is a smooth, level area large enough for a L. A. W. meet and parade.

½. Same fine gravel road; level or gentle down grades.

1. Soil, a heavy black loam; steeper up and down grades; badly rutted by heavy stage traffic; frequent dismounts necessary.

2, 3, 4. Much the same as 1; heavy rutted surface; short up and down grades; tedious and hard riding; was quite damp; might be better if dry.

5. Surface less heavy; drier, a little loose; easy grades; might be ridden without dismount.

FLUME HOUSE.

An occasional hard stretch of side path, and the mile and a half of splendid gravel, together with the wonderful natural curiosities to be seen, redeem this ten and one half miles from being a severe ride. Probably the average rider would walk and one third of this going, and one quarter returning, yet the attractions of this region are so great that ten times the effort would be more than repaid. At least a whole day should be given to this trip, and as many more as the tourist can spare may be profitably spent here. Returning to Franconia, we spent the night at the Mountain View House, which was satisfactory in quality and price. From Franconia to Bethlehem there are two roads, the most easterly being our choice, though from descriptions given there was little to choose between them.

FRANCONIA.

½. Turn to left from Franconia street. Very steep hill one quarter mile, with

sand four to ten inches deep from ditch to ditch.

1, 2. Loose, slightly sandy in middle of road; level; easily rideable at sides; one or two dismounts necessary.

3. Stretches of deep sand; level, then up grade; little or no riding.

4. Fairly hard surface; no sand; mostly up grade; occasional stretches of fair riding; frequent dismounts.

5. Good hard surface; long, steep up grade, then one quarter of a mile down to village; up-hill too steep to ride, and down-hill dangerous on account of steepness, looseness, and stones.

BETHLEHEM.

There is nearly as much walking as riding in this five miles, but the tourist will solace himself with the magnificent distant views of the mountain monarchs. The streets of Bethlehem will afford a mile or two of fair riding. From Bethlehem to Bethlehem Station the road is a gentle descent of three miles, the surface being hard enough to afford fair riding, except in the vicinity of the station, where it is soft and sandy enough to make riding up-hill impossible. From Bethlehem Station to the Fabyan House, ten miles, the road is a sandy loam, softening up to two or three inches deep in places, and hard enough in others to afford fair riding. It is undulatory, with a general up grade, but no very steep hills. The road is very narrow in places, and little side-path riding is to be had. Near the Fabyan House, and between it and the Crawford House, is a stretch of unrideable soft sand of about five miles.

The sandy district in the vicinity of the Fabyan House is entered soon after leaving the Twin Mountain House, and from here to Crawford's, nine tenths of the way, about six miles, must be walked. In the immediate vicinity of the latter house there is about one mile of level gravel road, hard and generally smooth.

CRAWFORD HOUSE.

½. Hard gravel; level; to gate of the Notch.

1½. Very rough. A series of short, sharp down grades following in rapid succession, covered with loose stones and bristling with outcropping ledges; exceedingly dangerous; should be approached with caution, as the first hill is met suddenly and unexpectedly.

3, 4, 5. Clayey loam, generally hard; level or undulating, the heaviest grades being down the Notch; easy and fair riding with perhaps two dismounts in a mile; the road being mostly through forest, the views are limited.

6, 7, 8. Loam becomes gravelly in tendency; harder; better riding except about the eighth mile, where the up grades are heavier, causing more dismounts; fine back views.

9, 10, 11. Alternate loam and gravel, softening in places so as to afford only rut riding; generally down grade; two or three dismounts necessary; last half-mile grows sandy.

12. Sandy; level; one half unrideable.

13. Hard sand; level; easy riding all the way in ruts or at side of road on turf; road widens out so as to afford side paths.

UPPER BARTLETT.

We dined at the Bartlett House, finding Frank George a most exemplary landlord, into whose hands the tourist will do well to fall. This is the only chance for dinner or lodging between here and the Crawford House.

1½. Level, and easy riding on turf and side paths; no dismounts.

3, 6. Grows sandy; level, then slight hills gradually increasing in steepness; fair riding, growing poor and difficult.

7, 8½. More sandy and hilly; hard riding; half a dozen dismounts necessary.

GLEN STATION.

2½. A well-made, wide road, fairly hard surface with occasional loose patches; gentle up grade; easily ridden without dismount; one short, sharp hill just beyond covered bridge.

JACKSON.

From the Crawford House to this place is probably the best consecutive twenty-four miles' riding to be had in the mountain region. With the exception of the mile of sand where the road crosses Sawyer's River, and the sandy stretch between Upper Bartlett and Glen Station, the road is a hard loam which would be heavy in wet weather, and rarely get dry enough to be loose, on account of the shade of trees with which the road is lined much of the way. It is better than the average country road in Massachusetts. An indifferent rider would find it enjoyable, while a skilful one might pronounce it good riding. The views from this road, though limited by the forest, are grand and striking in the extreme, especially the first five miles from the Crawford House. A reasonable amount of space will not suffice for a description of the incidents and accidents that befell us, every hour bringing events of great interest, so I will confine myself to such facts as may seem to be of value to the future tourist.

HON. I. KEITH FALCONER, the famous long-distance English amateur bicyclist, recently covered 994 miles of highway in 12 days 23½ hours, from Land's End to John O'Groats.

THE American branch of the Bicycle Touring Club seems to be receiving quite a "boom,"—eighteen applications last month, and most of them representative bicyclists. Why is this?

MR. FRANK W. WESTON has been delegated to represent the Boston Bicycle Club at the annual meet of the Bicycle Touring Club at Harrogate, England, on 7 August. Mr. Weston sails in the "Samaria" from Boston, to-morrow (Saturday), and we trust a goodly number of his friends will be at the wharf to wish him *bon voyage*.

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TRICYCLING JOURNAL.—Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

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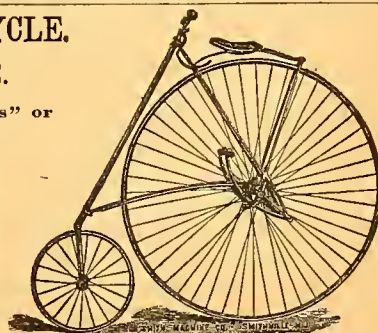
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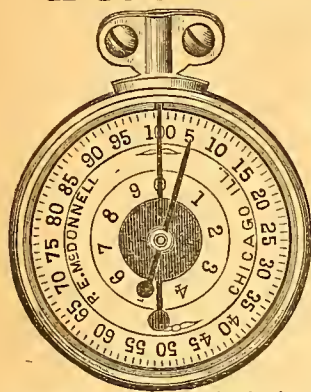
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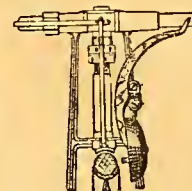
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BOSTON, 28 JULY, 1882.

Volume V.
Number 12.

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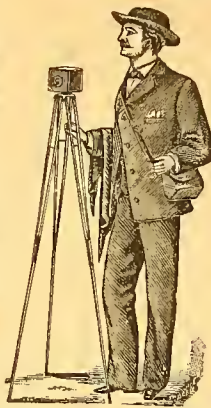
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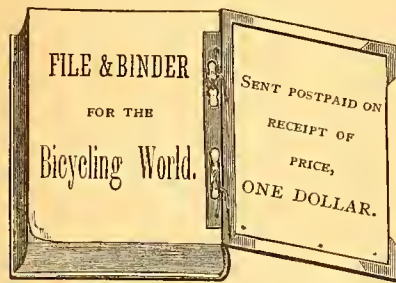
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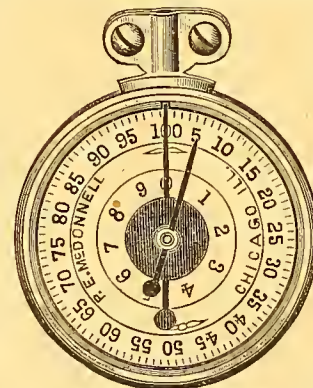
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[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

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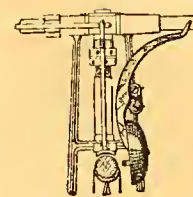
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NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Editor Bicycling World:—Will any reader of the World kindly give me, through the columns of the World, his opinion of and experience with an "American Sanspareil Roadster?" and greatly oblige

BICYCLER,

833 Washington street, Wilmington, Del.
19 JULY, 1882.

To C. A. H.—**Editor Bicycling World:**—As an answer to "C. A. H., Cadiz, Ohio" (14 July), I would say that I have used with success for cleaning nickel plate, ammonia, and whitening rubbed on with chamomile skin. I also find strong ammonia alone good; but it is often difficult to procure the pure article.

G. KANTOUL WHITE.

WELLESLEY, MASS., 21 July, 1882.

To Correspondents.

C. E. L., Earlham, Iowa.—Rubber tires under any conditions.

H. C. F., San Francisco.—Thank you for paper of 17 July. Too late, however, to avail of the items.

The address of the secretary of the Hamilton Bicycle Club is Alexander T. Duncan, Ontario.

HANDY ANDY.—Thank you for your cordial approval of our editorial, "Be Courteous."

W. H. G., Woonsocket, R. I.—There is no generally established whistle code, although many clubs have adopted codes on the same general plan, with slight variations. The League of American Wheelmen should, we think, adopt a code of signals for both bugles and whistles, which would be acceptable and become the recognized code, in order to prevent confusion in parade through the aforesaid variations in the club codes.

Correspondents who have ordered "Cortis on Training" will receive their copies as soon as possible after our next lot arrives.

THE secretary of the Hudson (N. Y.) Bicycle Club writes us that Herbert Du Bois, the bugler of the club, while experimenting recently with a bicycle somewhat too large for him, lost control of the machine on a descending road, and the brake being out of order, he was thrown so violently as to break his leg. He is as comfortable, however, now, as can be expected, and hopes soon to be out and on his own wheel once more.

SATURDAY afternoon rides to Coney Island are indulged in by the wheelmen of Gotham.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

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Six months ".....1.00
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WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paraphrasing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 28 JULY, 1882.

A PROTEST.

IT is understood that in counting the ballots in the recent L. A. W. elections, the committee on rights and privileges will, in accordance with a vote passed at a meeting of the board of officers, 30 May, throw out the ballots of those who were not members at the opening of the polls 15 June. We protest against such action as unauthorized, unjust, and unusual. It is unauthorized, because there is nothing in the constitution or rules that provides for it. It is unjust, because it discriminates against those whose membership is assured during the current year, while it allows many whose membership will have expired and will not be renewed, to vote for officers in whom they will have no subsequent interest. It is unusual, be-

cause in all legislative bodies, and in public elections, members and citizens respectively are permitted to vote at any time before the polls are declared closed; it does not matter whether the member is present at the meeting when the balloting begins, nor at what hour of election day the citizen is made a voter. Aside from these plain laws and usages, however, such a ruling as this made by the board is especially arbitrary and uncalled for under the circumstances of this first election held under the revised rules of the League; for not only are we voting under a suspension of rules as to time (the rules provide for these elections to take place between 10 March and 10 April), but it is also just at that period when old memberships are expiring (many of which will not be renewed), and new applications are most numerous. We published over two hundred and fifty applications from 9 June to 14 July, and to our certain knowledge many of these expected to be able to participate in the elections, and were most anxious to receive their certificates of membership. Again we say, we shall protest against the throwing out of the vote of any wheelman who became a member of the League prior to the 15th inst.; and we call upon the committee to announce in their report the full ballot as cast, with their reasons for throwing out any which they may decide not to admit.

AN ADVERSE DECISION.

THE decision of Judge Lawrence on the Central Park case, we are sorry to say, has been decided in favor of the commissioners, against the rights of bicyclers to use the highways of Central Park in common with others. We still maintain that the bicycle has a right on all public roads where carriages and other vehicles are allowed to be driven. We cannot but regret the decision in this case, and we sympathize with our brethren in Gotham in the disappointment they must feel in being still deprived of roads which would do much to increase the interest in bicycling in their city. We sincerely trust the case will not be abandoned, but will be carried to the Court of Appeals, where we feel the law as laid down by many eminent judges would be sustained.

IN RE BRAKES.

IN our peregrinations on the wheel and among the various places of resort for bicycles, we cannot but notice how many

riders are endangering life and limb by the insufficiency or lack of proper means to check the speed of the machine when descending dangerous hills of either poor surface or steep incline. A few misguided, rash and, from a bicyclic point of view, uneducated youths tear along unfamiliar roads without brakes of any kind, or in some cases with that relic of bygone times, a rear-wheel brake, applied by means of a leather cord attached to the handle bar. Every rider who is without it we strongly counsel to have a good front-wheel lever brake fitted to his machine. Do not neglect this matter until it is too late, when friends will mourn for one whose own recklessness or carelessness brings him either severe injuries or perhaps death. In buying a machine, see that the brake is of proper material and construction, with as much care and attention as any part of the machine; for it is a mistake to suppose that anything will do for a brake. The lever should be made of good steel, and not gun metal or iron, as in many makes we have inspected hidden flaws are very apt to render the levers in the former case worse than useless, and liable to breaking on the application of pressure, which may result in serious consequences. The horizontal lever should extend nearly to the end of the handle, — say within three fourths of an inch, — and be sufficiently removed from it to leave plenty of room for the hand without striking, and allow of considerable pressure. The lever should, in the direction of the strain, be three quarters or five eighths of an inch wide, and not less than three sixteenths of an inch thick, and flaring out where the hand grasps it. The fulcrum should be so placed as to give sufficient leverage and quick application, with a strong spring or other device to immediately relieve the wheel on relaxation of pressure. The spoon should be made of generous metal, long and wide enough to meet all contingencies where power is needed, and so adjusted as not to scrape the tire. There have been great improvements in this regard in the best makes of bicycles, but some are still fitted with toys which are worse than useless, and are a delusion and a snare. Care must be used in applying front-wheel brakes; but when this is done the result will be satisfactory, and keep the machine under control on almost any declivity. The spoon of the brake should be far enough from the tire to save the disagreeable mud-throwing so

common on some makes when riding on heavy roads. We advise all riders of both bicycle and tricycle to inspect well the brake power before purchasing, and be sure that it is sufficient to meet the requirements of touring.

RECORDS.

Now that the season for out-door racing has set in, we are receiving claims for records from all parts of the country. Scarcely a week passes that we do not hear of some party who claims to have beaten all previous records for this or that distance. We have heretofore had no standard to go by in the matter of records, and many bicyclers seem to think that their unsupported statement will admit them to first place. That there may be no further misunderstanding in this matter, we will state what we demand of those who claim a record for the best time. We must have a certificate from judges and time keepers of the time (taken by not less than two watches), and a certificate from a competent party of the length of the track measured *two feet* from the inside curb. It matters not whether the track be covered or not. It has been the custom in this country to speak of "the best record" and "the best out-door record." This is well enough, provided the conditions are observed; but unfortunately the claims for the best out-door records in the past have been made for time in races run on trotting tracks, where the line is drawn three feet from the curb. These cannot stand by the side of such records as those made at the Boston Institute, and in England, where the line is but two feet out. We have but few bicycle tracks in America, and much of our racing has to be done on trotting tracks; but there is nothing to prevent a new line being drawn on the latter, and a start made the requisite distance back of the wire. We have received claims for the best on record from Louisville, where a new track has just been laid out; but although we are furnished with proper certificates, and from competent parties, the track has been measured three feet from curb, and we cannot admit the record. Washington riders also lay claim to certain records made at Iowa Circle; but we have had no certificate of the track measurement. Under the conditions above laid down, we have few "out-door" records in America. We hope that the coming fall

races will be conducted upon the proper standard, and that the blank spaces on our record book will be filled with reliable and creditable records. Under these conditions, and these only, can we compare American time with that of England.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

MEDINA BI. CLUB.—The Medina (N. Y.) Bicycle Club was organized Monday evening, 10 July, with ten members. C. F. Hurd was elected president and captain, and Homer Luther secretary and treasurer. The other members of the club are J. R. Weld, Jr., A. J. Grinnell, I. C. Hoyt, Fred Gates, R. E. Ratcliffe, Willie Beecher, Charles Whedon, Moses Zalenski.

CRESCENT BI. CLUB.—Last week, Thursday evening, a new bicycle club, to be called the Crescent Bicycle Club, was organized in Lynn, Mass., with twelve members. The following officers were chosen: President, S. W. Gulliver; secretary and treasurer, Charles H. Evans; bugler, M. A. Locke; Captain, W. C. Stewart; first lieutenant L. F. Holt. The club will meet for a weekly run on Thursdays. Regular meetings second and last Thursdays of every month.

A BICYCLE club has been formed in Newark, O., with fourteen members.

THE CHAMPION CITY (Springfield, Ohio) Club intend producing a bicycle opera next winter.

MR. A. M. CROTHERS has been elected president of the Champion City Bicycle Club, in place of J. S. Crowell resigned.

RACES

Coming Events.

31 July. New York, at Ridgewood park, in connection with picnic sports of the Sons of St. George, a three-mile amateur bicycle race, sanctioned by the L. A. W., and run in accordance with League rules. Two prizes,—fruit stand and hat. Entries close 29 July, to John Harper, 474½ 16th street, Brooklyn, N. Y.

28 and 29 August. Columbus, Ohio, League of Ohio Wheelmen annual parade and races. Half-mile dash, citizens' prize, value, \$40; one-mile dash, gold badge, value, 50; four trial dashes of half mile each; the winner of each trial dash entitled to a place in the race for the championship of Ohio; three-jewelled L. A. W. badges to three of the winners of trial dashes. Five-mile dash, prize, a nickel-plated Columbia bicycle; one-mile dash, championship of Ohio, prize, diamond badge, value \$125. A solid silver bugle, valued at \$50, to club having the largest attendance in uniform and participating in the parade on the bicycle track. Nickel-plated lamp to the individual wheelman presenting the best general appearance as a rider; gracefulness, ease of motion, and control of machine to be the special considerations. There has been constructed, especially for the use of the wheelmen, a quarter-mile track. Entrance free; entries close twenty-four hours before races, to C. J. Krag, secretary, Columbus, Ohio. Competitions open to members of the L. O. W. only. Races run under L. A. W. rules.

2 September. Montreal. Annual races of the Montreal Bicycle Club. One-mile and five-mile events; gold and silver medal prizes for each. Open to amateurs only, and unattached riders must furnish credentials.

Entries (50 cents) close 30 August, to Secretary Montreal Bi. Club, Box 1,733, Montreal, Can.

5 September. Worcester, Mass., New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Aeolus Wheel Club. Open to amateurs only. Two-mile race, for gold, silver, and bronze medals. One-mile race, for gold, silver, and bronze medals. Half-mile race, for gold, silver, and bronze medals. Races to be run in heats, best two in three. First race called at 3 P. M. Entries to be made before 4 September, to E. F. Tolman, secretary, 195 Front street.

The Bicycle Union Championships

THE one and twenty-five mile championships, under the management of the Bicycle Union, were run off last Saturday at the Aston Lower Grounds, Birmingham, before an attendance of between 7,000 and 8,000 spectators. Fine but cloudy weather favored the racing, and the proceedings, which were most successful throughout, were watched with the utmost interest and enthusiasm by the on-lookers. The track, a full description of which was given in our last, was in splendid order, despite the rain of the previous days. Of the competitors in the championships, the Hon. Ion Keith-Falconer and C. A. Palmer were the only absentees; of these the former has, as we surmised, found the week he allotted himself for training insufficient, and the latter has not recovered from the accident he sustained on the 24th ult. The race for the longer championship was somewhat marred by the accidents sustained by Messrs. Day, Jephson, and Lowndes, though had they remained on their machines we do not think the result would have been altered so far as the actual winner was concerned. The one-mile handicap produced but a poor entry, the Union policy in the matter of prizes being most strongly disapproved of in the Midlands.

Of the celebrities on the ground, besides those officiating, we notice the Hon. Ion Keith-Falconer, the brothers Wharton, J. H. Price, honorable secretary Stanley B. C., M. D. Rucker, Jr., E. Tegetmeier, John Keen, F. Cooper, and Richard Howell. The following gentlemen officiated: judge, H. L. Cortis; umpires, T. E. Scrutton and Henry Sturme; handicapper, H. M. Oliver, B. U.; laptaker, R. P. Hampton-Roberts; starter, F. Oxenbould; and timekeeper, G. P. Coleman, assisted by G. W. Atkinson, of the *Sporting Life*. Details:—

ONE-MILE CHAMPIONSHIP—Heat 1: M. H. Whish, Birchfield B. C., beat C. Crute, Sutton B. C., by a yard. Whish led at the start by four yards; thus they rode on till half-way through the last lap, when Whish spurred and drew slightly away; rounding the last corner Crute came again, and after a hard finish down the straight they came up as above. Time, 2m 52½s. Heat 2: F. Moore, Warstone B. C., beat M. J. Lowndes, Macclesfield B. C., easily. Moore allowed Lowndes to lead which he did at a very smart pace; 100 yards through the last lap Moore spurred hard, and at once left his opponent and ultimately won by about fifty yards, in the grand time of 2m. 45s. Both men rode right out, and Lowndes finished in 2m. 50½s, and thus secured

one of the time Union medals. Final heat: Moore, first; Whish, second; Lowndes, o. Lowndes started as fastest loser. At the pistol fire Lowndes led off, followed by Moore and Whish, and this order was continued till entering the last lap, when the two last named went up by Lowndes, who then sat up; down the back stretch two yards separated the pair, but at the last corner Whish got up and both put in all they knew down the home straight, the result of one of the finest finishes we have ever seen being that Moore won by nine inches. Time, 2m. 47 $\frac{3}{4}$ s.

ONE-MILE HANDICAP, open. — Heat 1: H. Vaughton, Birchfield, 30 yards start, first; G. H. Ilston, Royal Mail, 75 yards, second; H. West, Bristol, 60 yards, o; M. H. Stephens, Aston Unity, 130 yards, o. The two placed came out in the last lap, and after a good finish Vaughton won by three yards. Time, 2m. 51 $\frac{3}{4}$ s. Heat 2: M. H. Whish, Birchfield, scratch, first; T. Sutton, unattached, 120 yards, second; F. Allard, Coventry Star, 75 yards, o. Won easily by a yard; bad third. Time, 2m. 56s. Heat 3: T. D. McKenzie, St. Helen's, 95 yards start, first; A. C. Auster, Speedwell, 30 yards, second; W. Pratt, Wharston, 55 yards, o. The winner led all the way, and won anyhow. Time, 2m. 54s. Heat 4: W. Powell, unattached, 45 yards start, first; S. W. Short-Neckells, 85 yards, second; T. F. Moore, Warstone, 120 yards, o; won after a fair race by eight yards. Time, 2m. 53 $\frac{3}{4}$ s. Final heat: McKenzie, first; Vaughton, second; Whish, third. As in his heat, McKenzie gave the others no chance, and won easily by twelve yards. Vaughton secured second place by two yards after a good race with Whish. Time, 2m. 52 $\frac{3}{4}$ s.

TWENTY-FIVE MILE CHAMPIONSHIP. — F. Moore, Warstone, first; F. R. Fry, Clifton, second; C. Crute, Sutton, third; W. K. Adam, Oxford University, fourth; H. Muir, Cambridge University, o; E. S. Hassall, Speedwell, o; M. H. Whish, Birchfield, o; C. D. Vesey, Surrey, o; W. H. Jephson, Oxford University, fell; G. D. Day, Cambridge University, o; M. J. Lowndes, Macclesfield, fell. All got off to a good start, and quickly dropped into line with Lowndes as pioneer, the pace set being by no means fast. No change took place till the fifth mile, when Vesey and Fry began to drop behind; in the sixth mile Day, while riding second, broke three spokes in his front wheel and was forced to retire, and immediately after Jephson's machine went wrong and threw him. Whish, Muir, Hassall, and Vesey had in the mean time retired, leaving Moore, Crute, Lowndes, Fry, and Adam on the track, the two last-named being half a lap behind. In the fifty-ninth lap Lowndes's machine struck the inside edge of the track and threw him, and he then relinquished the contest. In the twentieth mile Fry and Adam, who were riding in company, and were by this time a lap in the rear, began to put it on, and drawing

away gradually decreased the lead of Moore and Crute to such an extent that four laps from home they had again got level; entering the last mile the pace slightly increased, but the four kept together, and it was not until the last lap that spurring commenced; here Moore put all in, and going right away won, easing up by thirty yards. Fry and Crute had a rare struggle to the post, but the Bristol man stayed longest and beat the Sutton champion by a length. Adam was fourth, ten yards in the rear. Time, ten miles, 34m. 35s.; fifteen miles, 49m. 35s.; twenty miles, 1h. 7m. 30s.; and twenty-five miles, 1h. 24m. 19s. At the conclusion of the races the medals and prizes were presented to the successful competitors by H. L. Cortis, at the Holte Hotel, which adjoins the grounds. — *Bicycling News*.

THE *Cyclist* notes the fact that at the sports held in Coventry, 1 July, in aid of the Starley memorial fund, five out of the six prizes given for tricycle races were won on Mr. Starley's masterpieces, the Coventry and the Salvo, the former taking three and the latter two of the prizes, the Salvos also being first prizes.

THE grand meet and races of New England bicyclers at Worcester, on the occasion of the New England fair to be held in that city, will occur on Tuesday, 5 September, and it is time for wheelmen to begin to think about attending. The Worcester clubs have again undertaken the direction of the affair, and will of course make it the meet of New England.

A THREE-MILE amateur bicycle race is to be run in connection with the picnic sports of the Sons of St. George at Ridgewood Park, New York, Monday, 31 July. Race sanctioned by the L. A. W. and under League rules.

THE Manhattan Bicycle Club are to have a ten-mile contest in their club races next fall.

RACES under the auspices of the Pacific Wheelmen's Association were announced to take place at the Olympic Club Grounds, Oakland, Cal., last Saturday.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Marietta.

Editor Bicycling World: — The members of the Marietta Bicycle Club indulged in a run to York and back last Sunday. We started in full uniform at six o'clock sharp, taking the towpath to Columbia rather than climb the hills. We found the towpath stony at places, but managed to keep our saddles. The long bridge over the Susquehanna River,

from Columbia to Wrightsville, was rough, on account of the planking being crosswise. After leaving Wrightsville, we had three tough hills to ascend, but otherwise it is the best road in this neighborhood. The boys made a fine appearance as they wheeled down the streets to the hotel, where, after a drill, we dismounted at nine o'clock. A large crowd of curious people soon gathered about the hotel, and remained with us examining the machines and asking questions. We returned in the cool of the evening, enjoying the ride very much.... Messrs Elmer E. Lindemuth and David K. Mehaffey rode to Gettysburg last week, *via* York. They report the road between the two towns from fair to good. They were obliged to walk four miles over South Mountain. SECRETARY.

MARIETTA, PA., 20 July, 1882.

Montreal.

Editor Bicycling World: — Doubtless you may imagine my bark has all left me; but I assure you such is not the case, and I send you the following as proof of it.

Our club is in a fairly flourishing condition at present, although some of our mounted men, presumably "active members," are anything but active, and rarely give me a chance to snap at their heels, a pastime I take great delight in (and what dog would blame me?) For the season ending 30 June we have had twenty-seven rides, with an attendance of three hundred and seventeen men, making an average attendance of almost twelve to each ride. The largest muster was twenty-four and the smallest three.

Our mileage for the season is 265 $\frac{1}{2}$ miles. This amount would, I think, have been as large again, had it not been for our having so many wet Saturdays, which has prevented us from taking extended tours through the country. The seven highest individual mileages are: R. Campbell, 168 $\frac{1}{2}$ miles; J. Trotter, 164 miles; H. S. Tibbs, 150 miles; D. B. Holden, 148 miles; H. MacCulloch, 139 $\frac{1}{2}$ miles; J. D. Miller, 138 miles; H. Joyce, 137 $\frac{1}{2}$ miles.

The concentrated wisdom of our club, as represented by our committee, have had eighteen meetings; largest possible attendance, 126; actual attendance, 106.

The machines used by our riders are: Sanspareil, 14; D. H. F. Premier, 8; Special Royal Canadian, 6; Royal Canadian, 5; Pilot, 4; Berkshire, 2; Club, 2; Howe, 2; No. 0 Premier, 2; Timberlake, 1; Stanley, 1; Duplex Excelsior, 1; Florentine, 1; London, 1; Meteor, 1; D. H. F. Challenge, 1. And the sizes are: 48-inch, 3; 50-inch, 11; 51-inch, 3; 52-inch, 21; 53-inch, 2; 54-inch, 8; 56-inch, 2; 58-inch, 2.

We intend holding our second annual race meeting on Sept. 2, when we will be happy to meet any of our American cousins or others, and can promise them a good time. I repeat my challenge of last year to run any dog of my own size and weight any distance from one to one

hundred miles, for any amount he may choose; and if this challenge is not vague enough, tell me, and I will make it more so. Caninely, THE CLUB DAWG.

MONTREAL, 22 July, 1882.

A Suggestion.

Editor Bicycling World:—A few days since I had occasion to take my cyclometer apart, and upon looking through the movement was much surprised to see that the wheels and pinions had been "soft-soldered" together, and that the "soldering fluid" (muriate of zinc) not having been properly cleaned off, had rusted the pinions in a shameful manner. Thinking mine might perhaps be an exceptional case, I have since examined several others, and found them all in about the same condition. I am at a loss to know why the makers should consider it necessary to use solder at all, as the wheels of clocks, which are subjected to a much greater strain, are staked and riveted, and when properly done never come loose. I would advise owners of these otherwise very satisfactory instruments to examine theirs, and if they find the pinions rusted, to apply a small quantity of kerosene oil to them, which will arrest the progress of the rusting; and I would respectfully advise the makers to give up the practice of using solder, and have the wheels staked and riveted on the pinions, as there is little or no strain on any of the wheels,—certainly not enough to loosen one if properly fastened in the beginning. G. W. H.

POUGHKEEPSIE, July 21, 1882.

EXCURSIONS, RUNS, ETC.

Through the White Mountains on the Wheel. III.

OUR object in visiting Jackson was to make it a base of operations in exploring the Ellis River valley with its natural wonders, and to ascend Mt. Washington from the east. The Glen Ellis House having been recommended, we made it our headquarters for two or three days. Alas for the recommendation! We found it too literally "small potatoes and few, etc." Let the tourist try Thorn Mountain House.

JACKSON.

1. A good loam road. Level or slightly up grade. Good country riding. No dismounts necessary.
- 2, 4. Soil same as 1. Level or long up grades. Road gets very narrow and rounded. Tedious riding on account of length of hills. Mostly rut riding. Occasional dismounts necessary on account of grade.
- 5, 8. Loam somewhat loose. General up grade with some steep unridable hills. Rut riding. Frequent dismounts necessary on account of grade and looseness of surface.
- Summit of Pinkham Notch. Road very narrow and hemmed in by dense forests.
- 9, 12. Loose loam, becoming loose gravel and then sand. Sharp down grades which require cautious riding. Fair riding until near the Glen House, where it is three inches deep sand.

GLEN HOUSE.

Upon the whole this is a hard ride, between the hills and the loose surface. Probably the average rider would walk one quarter of the distance going up and one eighth returning. About the eighth

mile look out for a guide board on the right hand directing to Glen Ellis Falls, and at ten miles another on the left hand to Crystal Cascade. Arriving at the Glen House, the tourist will find himself at the very base of the mighty mountain monarch which he has seen towering over the forest-bound road for the last half of his journey, and whose majestic height he has come to scale. He will need generous preparation of rest and refreshment if he ascend, as he will, in the only manner worthy a wheelman, by the old path and Tuckerman's Ravine. There are three ways of making the ascent on this side: by the carriage road all the way; by Crystal Cascade and the ravine; and by the carriage road, path, and ravine. We chose the latter, having visited the cascade and intending to descend by the carriage road. Leaving the Glen House at three o'clock we took the road as far as a sign board "Tuckerman's Ravine," two miles, where the path strikes out through a venerable forest skirting the base of the mountain. Soon the path begins to ascend; up! over mossy rocks, through the gray old trees, ever up! until we reach the banks of a tumbling brook whose course marks our path for another mile. Vegetation, changing in character as we ascend, now becomes scanty, and the trees are stunted and sparse, affording occasional glimpses of the narrow valley below, Carter dome on the other side, or the grim towering portals of the ravine above. Urged on by the lateness of the hour, we pressed forward, soon emerging from the trees and finding an abrupt ascent of half a mile over a mass of bowlders which appear to have been swept out of the gate of the ravine as with a titanic broom, and slid down the mountain side in a tremendous avalanche. Up! over these masses we climbed, the vast chasm yawning above us, and the naked rugged flanks of the mountain sweeping away on either hand, thousands of feet down into the valley. At last we stood within the ravine, viewing its magnificent desolation. On each side are nearly perpendicular walls more than a thousand feet high, sweeping back into the heart of the mountain in a regular horseshoe curve, forming a stupendous amphitheatre. We followed the bed of the stream for another half-mile up the ravine, the sheer curving precipice hundreds of feet high frowning upon us, apparently defying further progress. It is impossible for the explorer approaching the foot of this continuous perpendicular cliff to imagine any means of exit except a return by the way he came; yet upon reaching the head of the ravine, he will find a series of shelves and recesses by which he may climb to the crest of the cliff without serious difficulty or danger. With night approaching and no visible path out of this ravine, it took some courage for us to struggle up this dizzy height, not knowing the distance or direction of the summit. There was now no turning back; so once more urging our

overtaxed muscles to action, we painfully climbed the great hill of naked bowlders rising at an angle of forty-five degrees before us, and presently the cheering sight of a barn, and then the Summit House itself, is presented to us. One more effort and we are standing on the platform of the hotel watching a threatening black cloud which has curled up over the thin crest of the ravine, and followed us up the cone. Five minutes later and we should have received an unwelcome bath. In the evening the rare good fortune of seeing a splendid cloud effect, with the rising of a full moon and afterwards an unusual display of aurora borealis, was ours. The bracing air, the comfort and good cheer of the hotel with its steam heat, the wonderful sense of elevation and isolation, are to be experienced rather than described. Then the walk down the carriage road the next morning with all the glory of the mountains about us. I count it one of my richest experiences, worthy of ten times the toil.

The distances of this mountain climb are as follows: Glen House by carriage road to Path, two miles; to Ravine two and one half miles; to head of Ravine, one mile; up the cliff, half a mile; crest of cliff to summit, half a mile,—six and one half miles. By the carriage road it is eight miles. We were three hours and ten minutes in ascending, with but one stop of ten minutes. It is almost needless to add that this was painfully rapid; nothing but our apprehension of being overtaken by darkness could have urged us to it, and nothing but bicycle muscle could have enabled us to do it. Not less than five hours should be allowed, and the best plan would be to spend all day, taking a generous lunch. The early and middle part of the day would be spent in the forest, going up the ravine in the afternoon shade, arriving at the summit in time to see the sunset. There is no positive danger in the ascent.

Some caution is needed in climbing the cliff at the ravine's head, as the rocks are wet and slippery, unless the season is unusually dry. The path is plain and cannot be lost sight of. Emerging from the woods, the tourist will find the way marked with splashes of white paint on the rocks every fifteen or twenty feet, so that the path can be followed even in a moderately dark night. We occupied three hours of the next morning in leisurely descending by the carriage road, enjoying in no ordinary degree the exhilarating influences of our surroundings. Returning to Jackson over the road already described, we spent the night there, and next morning, reluctantly turned our M. I. P.'s to the mountain.

Through Long Island.

Editor Bicycling World:—Under this title I described in WORLD of 26 November, 1880, the condition of the roads explored by me the previous summer between Greenport and Brooklyn;

and possible tourists whom this present supplementary account does not satisfy should consult that original report for additional facts.

On the 4th of September last, I took steamer for Flushing, and mounting there at noon, was just an hour in getting to Snell's Hotel at Little Neck, about five miles and three quarters. This stretch of macadam, which is six miles long, and which in 1880 I found in perfect condition, was in poor order in many places on account of ruts and sand. After dinner I went across country by a somewhat winding, but for the most part ridable clay road, till I struck the Jericho turnpike near the Hillsdale railroad station: distance $3\frac{3}{4}$ miles, time 50 minutes. Up the turnpike I went at speed for perhaps two miles or more to the cross roads beyond the asylum, where I turned towards Garden City, reaching Stewart's Cathedral at 3.50 P. M. Forty minutes later I was three miles further, at Greenfield Cemetery, beyond Hempstead. Another similar period of time and space brought me to the flag-pole in Merrick. At 5.30 P. M., while still in the same town, I reached the South Shore Road, and an hour later South Oyster Bay, five miles on. Then a half-hour's sidewalk business in the dust, three miles, to the Douglass Hotel in Amityville, at 7 P. M., making twenty-nine miles for the afternoon. The route between the Jericho turnpike and the hotel had not been tried by me before, and I do not recommend it.

Starting next morning at 6.15, I rode to Babylon, $5\frac{1}{2}$ miles, in fifty minutes, and stopped an hour for breakfast. Then through Bay Shore, Islip, Sayville, Patchogue, and Belpoit to Brookhaven at 1.45 P. M., twenty-five miles of smooth and pleasant riding. Thence away from the shore to Yaphank, in whose vicinity I made several detours, ending at the railroad station at half past five o'clock, with a day's record of $42\frac{1}{2}$ miles. Starting from the same station at four o'clock of the following afternoon, — the afternoon of "the yellow day," — I rode backwards fourteen miles to Sayville, finishing there in the moonlight at 7.30 P. M. Between whiles I had gone by train to Greenport, with the idea of there striking a boat which would take me across the Sound to see the Centennial Celebration at New London and Groton. Disappointed in this, I sat on the shore during the forenoon, peering into the queer yellow mist which obscured a pinkish sun, and listening to the cannon shots which rolled across the water from the far-off celebration. Then I took train back to Yaphank, and mounted as aforesaid for a three hours' ride in the blazing hot air. Right here I may remark that in 1880 I found good riding from Greenport to Riverhead, twenty miles or more, and then took train to Yaphank, perhaps a dozen miles or so, on account of discouraging reports as to the sand. I have been assured, however, by a Brooklyn rider, that this

stretch is by no means a bad one, and that he has more than once pushed his wheel the whole length of the island, from Greenport to Brooklyn, within the limits of a single day. That, let me add, is more than I could do.

Wednesday, 7 September, is memorable not only as "the hottest day of 1881" all along the Atlantic slope, but also as "the hottest on record since 1874." In many places the thermometer marked 100° in the shade for several hours; and as I rode in the sun, I must have been exposed to a heat of from 110° to 125° from 9 A. M. to 3 or 4 P. M. Between 6.07 A. M., when I mounted at Sayville, and 7.05 P. M., when I plunged my burning head into the public fountain at Flushing, the cyclometer recorded 50 $\frac{1}{2}$ miles, and two more miles were added between the ferry and Washington square. This was by far the most severe test my physique was ever put to by bicycling, and I am perhaps entitled to brag because I endured it without any excessive discomfort, and without any subsequent ill effects. The next day I felt rather listless and sleepy, but nevertheless was quite able to get through an average amount of work. That ride was the only one of my experience in which the motion through the atmosphere had no cooling effect. The air itself, as it struck against one's cheeks, seemed blazing hot, as if literally it had come from a furnace. I should be afraid to estimate the amount of water and other liquids which I absorbed that day. I drank at every possible drinking place, and I dashed cold water on my fiery face as often as the chance was offered me.

Stopping an hour for breakfast at Babylon, I kept on the familiar South Shore road to Amityville, just twenty miles; then turned off to the right for Farmingdale, four and half miles; there made another turn left for John Noon's; then a turn to the right and a ride across the plain to Hicksville, five and three quarters miles, at 1.30 P. M. Stopping there a half-hour for dinner at the Grand Central Hotel, a ride of twenty minutes took me to the hotel in Jericho, two and a half miles. The turnpike thence to Jamaica (about seventeen miles, if my memory serves) is usually excellent, hardly requiring a dismount; but on this occasion, by reason of the long absence of rain, the first part of it was quite soft and dusty. Hence it was not until 4.20 that I reached the brick beer saloon beyond the railroad crossing, not far from Minnesota, — a six-mile ride and walk. Thence I rode without stop to Hinsdale, exactly four miles, in exactly half an hour, — this being my longest, swiftest, and hottest spin of the entire day. Then I turned into the cross road towards Little Neck, and made my first stop in fifteen minutes at a well about two miles on. There I learned that no trains were running between Little Neck and Flushing, on account of financial troubles. Thus my plan of taking train at the

former place was blasted, and I was not sure that any train went in extra from Flushing later than seven o'clock. So from Little Neck I speeded desperately along to catch that train, risking my own little neck among the ruts in the gathering twilight. At last I despairingly took to walking and running, and was favored with the whistle of the departing train when I got within twenty rods of the station. However, another left at eight o'clock, and took me with it on its rear platform. Meanwhile I had improved the chance to refresh myself with ice cream, soda water, melons, peaches, and other such things, which the average idiot, who disbelieves in the wisdom of obeying Nature's demands, declares to be deadly indulgences for a man who is unendurably hot.

KOL KRON.

WASHINGTON SQUARE, N. Y., 20 May.

To South Canton.

LAST Saturday evening we accompanied members of the Boston Bicycle Club on a run to South Canton, and we no longer wonder at the frequency of the club's runs in that direction; for the roads are sandpapered the entire distance after leaving the immediate environs of Boston. As the course lies over the Blue Hill range, there is naturally much ascending and descending; the former principally on the outward journey, but the excellence of the road-bed and long and smooth coasts on the other side amply compensate for the climb. The party out comprised Messrs. Dean, Lowry, Woodman, Hodgkins, Edmands, W. T. Underwood, T. Plympton, and "us." The club-house in Union Park was left at 5 P. M., and "Cobb's" was reached at 7.30; or, deducting stops, about two hours' riding time. An excellent supper was served half an hour later, comprising chops right from the mutton, milk right from the cows, eggs right from the hens, bread right from the pantry, butter right from the buttery, blueberry pies right from the huckleberry pasture, and pears right from the preserve jar; and the way these staples and the collaterals evaporated under the focus of eight healthy appetites was a caution to lawn-tennis dawdlers. More than two gallons of milk and three dozen eggs were devoured, while the frequent bellowing of the cows and the constant cackling of the hens could be heard from the adjacent barn in enthusiastic approval of the proceedings. The next morning at breakfast was a modified repetition of the affair, but by noon all except Hodgkins had settled down to normal healthy appetites, although Morris arrived in time for breakfast and so kept our handsome but modest giant in countenance. During the forenoon of Sunday, besides Morris, Turner, Ruggles of the Massachusetts Club, and Messrs. Richards and Wattles joined the party. The brief portions of the day when not engaged at eating were spent by the gentlemen vari-

ously, several running to Massapoag Lake, others to Sharon "cousining," and the more sedate, including ourselves, musing on the beauty of the surroundings, or chatting with "mine host." The wheels were remounted about 4 P. M. Sunday, and the return made over nearly the same route in little more than two hours. Among the notable incidents of the day was the shooting, by one of the gentlemen who joined the party Sunday, of a vicious and troublesome dog, who has long been a source of excessive annoyance to wheelmen over this road, and who attacked the gentlemen as he was passing the vicinity of Ponkapog. He probably did not kill the animal, but his action was very generally approved of. And now we wish to say a word for "Cobb's" house, no less in the interest of bicyclers than in his interest. Mr. Cobb is a pleasant, genial, and painstaking host, sparing no effort to enhance the comfort and enjoyment of his guests. His house is in no sense a hotel or tavern, as generally understood by the terms; there is no "sign," nor would the passer notice that it is more than the residence of a substantial well-to-do farmer: but there is room to entertain a small company, ten or a dozen guests, with food and beds, and these would find everything about it neat and homelike, and could not fail to be satisfied with the quality of the table fare. Mr. Cobb is assisted by his son, a young gentleman who is also employed in this city during the day, while Mrs. Cobb and her daughters manage the affairs of the household. The latter are most agreeable young ladies, and contribute much to the pleasure of visitors by their grace of conversation and manners; and to these must be attributed the unusual ease and confidence displayed by those exceedingly reserved and diffident young gentlemen, Messrs. Edmands, Hodgkins, and Dean, who came out of their shells of bashfulness and fairly glowed and bubbled with smiles and honeyed phrases under the influence of so much beauty and brightness thus thrown upon them. It is really to be hoped that these effects may become lasting in the case of these young gentlemen, because the efforts made by their friends to bring them forward on social occasions are often embarrassing from failure.

Judge Lawrence's Decision.

WILLIAM M. WRIGHT and several other persons were arrested last summer on a charge of violating an ordinance of the Department of Parks, by riding on bicycles in Central Park and other public parks of this city. They were arraigned before a police justice and fined, the offence proved against them being held to be a misdemeanor. They refused to pay the fine imposed, and were committed to Ludlow Street Jail for non-payment. Subsequently their discharge was applied for by a writ of *habeas corpus*, on the ground that the ordinance was unreasonable and void. Yesterday

Judge Lawrence, in Supreme Court chambers, rendered a decision sustaining the right of the park commissioners to make the ordinance. The power of the commissioners, he says, is derived from Section 83 of the city charter, which vests in them all the powers of their predecessors under the Tweed charter of 1876, and which authority gave them the widest discretion for the proper government of the parks. No court, he says, would, in his judgment, be justified in setting aside a provision made by them for the regulation of the parks, except in the clearest cases. Even though were he acting in their places he might not deem such an ordinance necessary, it was not in a legal sense so unreasonable a prohibition as to warrant him in substituting his judgment for the judgment of the commissioners. On the argument much stress was laid on the fact that bicycles were permitted in the parks in Philadelphia and in the streets of Boston and London; but precisely what are the powers of the authorities in those cities did not appear in this case. If they had the powers as the park commissioners here have, the not uncommon spectacle was presented of two bodies having similar discretionary powers differing in judgment as to the mode in which that discretion should be exercised. But in any court it is a sufficient answer to make here that the Legislature has vested this power in the commissioners for the management of the parks, and that with their determination, in the absence of fraud or collusion, the courts cannot interfere. The writ of *habeas corpus* is therefore dismissed. — *N. Y. Times*.

A Sensible Declination.

THE committee on the forthcoming Exposition parade and pageant of the Queen City, Cincinnati, having invited the Cincinnati Bicycle Club to participate, the latter voted not to accept, and the decision was conveyed to the committee in the following note from the secretary, H. S. Livingston:—

CINCINNATI, 19 July, 1882.

MR. AMOR SMITH, JR., *Chairman*:

Dear Sir,—Your request that this club take part in the procession inaugurating the next exposition, and also the address, are to hand. Nothing would give us greater pleasure than to add to the beauty of the procession, which a number of bicyclers would certainly do, to show our citizens the practical utility of bicycles, of which they are, generally speaking, so ignorant. Your address describes in glowing language the progress Cincinnati has made, and the facts which have produced it, but fails to show that the first signs of a city's prosperity are in its streets and highways. Why not in the "representation of the various epochs of the city's history" illustrate the splendid condition of our streets, the elegant drives and boulevards? Of course, as Cincinnati is so much ahead of such cities as Chicago, Cleveland, De-

troit, etc., in "position," "abundant capital," "varied creative skill," and "integrity," we can hardly expect her to pay any attention to such trifling matters as respectable streets. No. Those cities, having nothing else to do, can and do think it "agreeable pastime" to devote a little time and care to the condition of their highways; but such progressive cities as Cincinnati, Paddy's Run, Oshkosh, and Milton Cross Roads,—what care they for streets?

We regret the utter impossibility of bicycling over our thoroughfares, and are reluctantly compelled, therefore, to decline the invitation. Whenever our city is possessed of as much enterprise as such towns as Springfield, Dayton, Hamilton, Xenia, etc., bicycling will become of as much practical benefit here as it is in every other first-class city in the country.

The Central Park Case.

SOME bicyclists of New York concluded, two years ago, to contest the right of the park commissioners of that city to exclude their vehicles from Central Park. The case has just been decided by Judge Lawrence, of the Supreme Court, in favor of the park commissioners. He sustains the right of the latter under the law to pass ordinances for the regulation and government of the parks, and says that this regulation is not so unreasonable as to warrant him in setting up his judgment against that of the commissioners. The bicyclists will now be compelled again to appeal to the common-sense of the park commissioners, and get them, if possible, to repeal or modify their prohibitory ordinance. They can do that now with much greater force than in 1880, for within the two years bicycles have been admitted to the parks of Boston and Philadelphia, and unprejudiced people can hardly say that they have proved dangerous to man or beast. There are quite as many runaway accidents reported in Central Park, from which bicycles are excluded, as in Fairmount Park, to which they have been for some months admitted on equal terms with other vehicles. — *Philadelphia Ledger*.

MESSRS. WILKINS and CHASE, L. A. W. consuls for Manchester, N. H., recently made a wheel trip to Portsmouth, training it to East Epping, and mounting their wheels from thence rode to Exeter, where they were met by four members of the Rockingham Bicycle Club, and after lunch were escorted to Portsmouth by the latter. The next day the Portsmouth boys did the honors in fine shape, taking them to the "Wentworth" at Newcastle, then to Rye Beach, and surf-bathing on the Wallis Sands, to Straw's Point by Little Boar's Head, to Hampton Village for dinner, then to Hampton Beach and back nearly to Exeter, where the hosts bade them adieu, and the consuls kept on to Epping, whence they took train for home, having done about seventy miles on the wheel.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00, or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the *BICYCLING WORLD*, 8 Peabody square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

ALBANY BI. CLUB.—Additional: George Story, 458 Broadway; James Maher, 458 Broadway; David W. Shanks, 643 Madison avenue; Fred. Lathrop, 74 Philip street; Walter W. Cole, 605 Broadway; Henry Gallin, Jr., 283 Madison avenue; Wilbur D. Moore, 633 North Pearl street; C. E. Wendell, 68 North Pearl street; G. F. Brooks, —; Fred. Michel, 160 South Swan street; G. S. Weaver, 162 Hamilton street, —all of Albany, N. Y.

GERMANTOWN BI. CLUB.—Additional: Simon Delbert, Jr., 1608 Market street; Walter E. Hering, 112 North 12th street; Westcott Norman, care of Bailey, Banks & Biddle, corner 12th and Chestnut streets, —all of Philadelphia, Pa.

NASHUA WHEEL CLUB.—Additional: Carroll A. Chandler, Nashua, N. H.

MONTREAL BI. CLUB.—Additional: D. W. Allan, care of Thomas Allan & Co., St. James street; W. J. Farquharson, 115 St. Peter street; C. A. Merrill, 30 St. Sulphur street; L. J. Smith, care of Lord & Uowin; John Law, 953 Dorchester street; W. C. Bessey, 20 University street; W. Goldstein, Post-Office Box 728; C. A. LaMothe, 15 Place d'Armes; H. Shaw, 57 Kedpath street; W. W. Starke, care of C. C. Snowden & Co.; John Cassilo, 204 University street, —all of Montreal.

MADISON BI. CLUB.—New: Edward P. Vilas, Madison, Wis.; Charles W. Wells, Milwaukee, Wis.; Fred. W. Curtiss (secretary), Madison, Wis.; Henry W. Hoyt, Madison, Wis.; John W. Cary, Jr., Milwaukee, Wis.; Byron B. Carter, Platteville, Wis.; Howard Bishop, Madison, Wis.; Chas. I. Brigham, Milwaukee, Wis.; John Bunn, Madison, Wis.; Henry Olson, Madison, Wis.; Jamie Van Slyke, Madison, Wis.

KEYSTONE BI. CLUB.—Additional: E. M. Rook, George Grundy, —both of Pittsburgh, Pa.

UNATTACHED.—J. Shepard Pierrepont, Box 539, New Haven, Conn.; Chas. B. Lovejoy, Big Rapids, Mich.; Donald B. Smith, Provincetown, Mass.; Abbott Bassett, 84 Beacon street, Chelsea, Mass.; Frank V. Freeman, Hastings, Minn.; E. R. White, Castile, N. Y.; J. Petee, Jr., South Abington Station, Mass.; W. S. Kelley, 23 Kirk street, Lowell, Mass.; Frank C. Bissell, Neenah, Wis.; Chas. R. Harley, 223 North 20th street, Philadelphia, Pa.; Harry C. Plimpton, Box 1276, Mount Vernon, Ohio.

CORRECTIONS.—*BICYCLING WORLD*, 21 July, "Wm. A. Richards" should be Wm. A. Richardson, 289 State street, New Haven, Conn.; 14 July, "Newton G. Crawford, unattached," should be member Kentucky Bicycle Club; Somerville Bicycle Club, "Fred Smith" should be Alfred E. Smith, 396 Broadway, already member of the L. A. W.

Road Routes.

MEMBERS of the League of American Wheelmen intending touring through New York State may, on application to Director W. F. Gullen, 163 Joralemon Street, Brooklyn, obtain particulars of any of the following road routes:—

Auburn to Rochester, Albany to Hudson, Albany to Mechanicsville, Canandaigua to Elmira, Flushing to Whitestone, Flushing to Little Neck, Greenwich to Salem, Greenwich to Fort Edward, Hudson to Chatham, Hudson to Albany, Long Island City to Newtown, Lockport to Medina, Mt. Vernon to 59th street, N. Y. City, Poughkeepsie to Dover Plains, Poughkeepsie to Greenbush, Poughkeepsie to Fishkill Landing, Rochester to Charlotte, Rochester to Dansville, Rochester to Canandaigua, Rochester to Batavia, Rochester to Fort Hill, Syracuse to Skaneateles, Syracuse to Auburn, Syracuse to Cort and, Syracuse to Cazenovia, Syracuse to Oswego, Syracuse to Oneida, Watertown to Thousand Islands, Williamsburg to Flushing, Yonkers to Kingsbridge, Yonkers to Tarrytown.

"Papa's" Departure.

FRANK W. WESTON, the "father of bicycling" in America, sailed for Liverpool in the "Samaria" last Saturday to attend the great meet of the Bicycle Touring Club at Harrogate next month, where he will also represent the Boston Bicycle Club as a special delegate. He was accompanied by Mrs. Weston, but owing to the lateness of his decision to go, he was unable to organize a party of wheelmen to join him in the proposed English tour. His friends of the club, however, determined to give him a good send-off, and accordingly, at high twelve sharp, fifty members, headed by Capt. Hodges and accompanied by about forty-five associate members in heretics, mounted their wheels and started from headquarters, rode to the South Ferry, and taking boat reached the Cunard wharf at about 1.15 o'clock P. M. They made an interesting and imposing sight as they filed along the pier by twos; and as they dismounted and stacked their wheels just opposite the gangway of the steamer, and gave the well-known B-o-s-t-o-n cheer and a "tiger," the genial Frank, who, with his consort, stood on the upper deck, was visibly affected. Capt. Hodges now stepped forward, supported by Messrs. Dalton and Brown, and after a few complimentary words to Mrs. Weston, said:—

"Dear Father: We, your loving children, felt that in your temporary, and we trust brief, separation from us, it would be a source of grateful pleasure and some consolation to look back to this moment, if we came in this order, and in numbers express in direct words our heartfelt wishes for a good voyage and a successful ending of your tour. We are aware that we have little time to waste in words; and so once more, in behalf of your comrades of the Boston Bicycle Club, I will say, Farewell, old man, and may the memory of the boys you leave keep your heart ever green and buoyant, and may the shadow of your absence so temper our spirits that our acts may always accord with those high and noble precepts it has ever been your aim to instil."

The redoubtable Frank seemed for a moment equal to the occasion, as with a countenance glowing with pride and delight he leaned over the rail to respond.

"My children," he began, "never until

this supreme moment have I realized how much of love and affection are entwined, as it were, about the — oh, damn it boys! come aboard and drink the rest!" and he hastily dived below to receive the farewells in the cabin, where the whole company of bicyclers and many friends were speedily assembled, and under the enlivening influence of sparkling champagne, became the joyous and jolly spirits they have always been reputed. Song and speech and story were rapidly alternated with the sonorous convivial refrain, "We — 1 — 1 — 1 — 1!" until the bell warned the revellers the moment of parting had come. Then, as all rose with the parting glass in hand, President Pratt waved his hand gracefully for silence, and in a rich voice, sang the following

BALLAD OF BOSTON.

The sky was fair, the sea was calm,
And the lazy steamer lay
Like a dozing whale beside the pier,
All on a summer day;
And odors rose from the harbor.

The captain stood by the taffrail jamb,
The crew the capstan manned;
The boatswain piped his whistle low,
And waved his tarry hand.
For the wind is uncertain, and the sun, perhaps,
And it's hot as love down the harbor.

The chief mate shouted, "Belay the gaff!"
The sailors the gaff belay,
While the warm sun glints on a hundred sails
Far off on the outer bay.
For the bicycle boys are jolly chaps,
But the wind is uncertain, and the sun, perhaps,
And there's kerosene oil on the harbor.

And matrons leaned o'er the after guards,
And maidens mused on the quay,
And the mariners sang as the windlass swang,
And the landmen gazed on the sea.
And the Bostonians lifted their starry caps;
For the bicycle boys are jolly chaps,
And the wind is uncertain, and the sun, perhaps,
When the good ship steams down the harbor.

Then one more toss of the bright champagne,
And three times three for papa!
And never may he forget that we
His dear loved children are.
Now the whistle screams, and the canvas flaps,
And the wheelmen are waving their starry caps, —
For the bicycle boys are jolly chaps;
But the wind is uncertain, and the sun, perhaps,
Though the vessel steams out of the harbor.

The boys then emptied their goblets, and each filed past Mr. Weston to exchange the last hand clasp and went ashore; remaining on the wharf, however, until the steamer was well down the stream, and frequently sending their cheers, as long as they could be heard. Among those present who were not wheelmen, was his Honor Mayor Green, Senator Hoar, Gen. Butler, Collector Worthington, Rev. Phillips Brooks, A. Bronson Alcott, and other distinguished personages.

CORRENTE CALAMO

Who got elected?

HUGH WILLOUGHBY is at Saratoga.

EDW. W. POPE is summering at Pigeon Cove.

W. W. STALL is vacating at Mattapoissett.

MR. and MRS. LOUIS HARRISON have gone West, young men.

S. T. CLARK of the Maryland Bicycle Club was in Boston last week.

"HANDSOME ERNEST" of the Bostons has joined the Benedictines.

CAPT CLARK of the Kings County Wheelmen has resigned his office.

MEMBERS of the Chelsea Bicycle Club went to Allandale Springs, Sunday.

PRESIDENT C. E. HAWLEY of the Capital Bicycle Club is at Mamaroneck, N. Y., with his family.

BARON ADOLPHE ROTHSCHILD of Paris has recently ordered a "Fleet" double-driving tricycle.

WHY the interrogation (?) after "To be used by Experts," in the Pope Manufacturing Company's advertisement in the *Wheel*?

SECRETARY COLLISTER of the Cleveland Bicycle Club has our acknowledgment for the receipt of a copy of the club constitution and by-laws.

PRESIDENT MILLER, L. A. W., has built a six-lap track on his own land for the benefit of Columbus wheelmen, and the Buckeyes find it very convenient.

MR. DANIEL KELLY and his son, H. P. Kelly, both of the Philadelphia Bicycle Club, are spending a vacation in New England, and were in Boston the first of the week.

FRED. JENKINS of New York was present at the wharf to exchange farewell with Mr. Weston. Mr. Jenkins spent Sunday in Portsmouth, N. H., with the genial Hazlett.

WE cordially thank the Maryland Bicycle Club for an invitation to attend the "musical smoke" at their club-house, to-morrow evening, and regret that we are unable to avail ourself of it.

MESSRS. STODDARD & LOVERING have recently imported two "Extraordinary Challenge" bicycles, with ball bearings, and several other improvements, for Mr. W. V. Burt, of the Boston Club; and they are very handsome machines.

WE notice an improvement recently in the Boston *Sunday Courier's* bicycle department. Hitherto it has been too one-sided in its consideration of wheel matters, indicating that the reporter got his information all from one source, both in relation to bicycles and bicycle riders.

WE corrected a statement in the Boston *Courier* about the machine ridden by Prince in the ten-mile race in Baltimore; and now the Cunningham Company correct us by stating that Prince did not ride a British "Invincible," but that he rode a "Yale" light roadster, a wheel on which all his principal races in this country have been won.

DR. HARWOOD of Worcester was in town last Saturday, studying saddle springs, a subject well worth the attention of riders as well as manufacturers, for not one of the many now in use is perfectly satisfactory. We understand

the doctor's new mounting step, which is unquestionably the best yet invented, can now be furnished to a limited extent.

MR. E. K. HILL's descriptions of his last summer's White Mountain tour is bearing fruit in complimentary notes from correspondents, and in promoting a desire on the part of many wheelmen to spend their vacation in a similar way. Consul Wilkins, of Manchester, N. H., writes: "The White Mountain articles just hit me solid. Shall put in my vacation up there in September."

ON Sunday, 16 July, W. H. Edmands and S. M. Turner of the Boston Bicycle Club rode from Roxbury to Gloucester and return, a distance of about ninety miles, and experienced comparatively slight fatigue. This is a pretty good pull for a summer day, although the roads from Cambridge to Gloucester are of the sandpapered variety; but from Roxbury to the latter place there is much hard and tedious riding to be got over.

QUADRUPLE-U STALL is disporting himself among the crabs and mermaids at Mattapoisett. He writes us that the roads are unbicyclable, by reason of sand and rock, and that between the intervals of jumping about the beach and yelling he guides the fairy fishing scow over the white caps of Buzzard's Bay, or listens to the temperance talks by Rising Sun Morse. He also tells the salt-soaked natives wonderful bicycle stories.

AN interesting case was commenced in Westminster, Carroll County, Md., before Judge Crapster, last week, in which Col. W. P. Maulsby of that city charged R. F. Foster of Baltimore with obstructing the main street of the former by riding a bicycle to the frightening of the plaintiff's horse. The evidence so far as submitted went to show that Col. Maulsby was more scared than the horse, and used insulting language to the bicyclist, who rode on without dismounting, no damage being done the plaintiff beyond ruffling his dignity. Col. Maulsby assisted in conducting his own case, B. Howard Haman of Baltimore appearing for the defence. The case was continued until Tuesday of this week.

WE have since learned that at the trial Tuesday, Judge Crapster dismissed the case, the claim of obstruction being proved groundless. Mr. Foster has now entered suit against Maulsby for malicious prosecution, in the sum of \$10,000.

THE Tricyclist's Indispensable Annual for 1882, by Henry Sturmey, is received, and like its predecessor of 1881 is a most interesting, valuable, and complete descriptive catalogue of all makes of tricycles worth noticing. It maintains the author's reputation, acquired by his Bicyclist's Hand-Book, most thoroughly, and the legion of wheelmen so familiar with the latter need not be assured of the advantages to be derived from consulting it. It contains everything that can be thought of about the three-wheelers, and every tricyclist or bicyclist at all interested in the subject

should have one for handy references. An analysis of the tricycle" covered over ninety pages of the book, and forms a chapter of great value, as well as interest. The work contains descriptions of over two hundred machines, together with cuts of a majority of them; and in addition the author has given instructions and suggestions on the selection, management, and care of tricycles, which alone are well worth the cost of the book. There is also a table of last year's tricycle races, and a record of notable rides, together with a list of machines and makers.

BOOKS AND PAGES

THE *CENTURY*.—The August or Midsummer Number of the *Century* is as rich and handsome (between the covers) as we might have expected, and will prove a welcome companion on both long and short excursions. A fine portrait of Richard Wagner forms the frontispiece, and a paper by J. R. G. Hassard tells how the great composer made his operas. The illustrated articles are all entertaining as usual, and are profusely embellished, too. The first of these is "The Border Lands of Surrey," by Alice Maude Fenn, and the pictures are by Harry Fenn. "The American Museum of Natural History," by J. B. Holder, is a charming study, and Sylvester Baxter's "An Aboriginal Pilgrimage" gives a brief and entertaining account of some of the incidents of the Zuni's Eastern trip. Wheelmen will be interested to know that Mr. Baxter is an enthusiastic bicyclist, a member of the Malden Bicycle Club, and that one of the illustrators of his paper is W. C. Metcalf of the Boston Bicycle Club. Cosmo Monkhouse contributes "Some English Artists and their studios," and the illustrated articles close with "Steam Yachting in America," by S. G. W. Benjamin. Besides Mr. Howells's and Mrs. Barnett's serials there is a short story, "The Phantom Sailor," "The Personal History of Garibaldi" (with portrait) is a timely and interesting paper by Mrs. E. D. R. Bianciardi, and E. V. Smalley begins a series on "The New Northwest," the present paper dealing with Dakota and the Yellowstone region. The editorial departments, Home and Society, etc., are instructive and entertaining as usual, the former reviewing in the light of new information the condition of the controversy over the Censola collection in the Metropolitan Museum.

OUR LITTLE ONES.—This pretty little monthly for August is a remarkably pretty number, the frontispiece, "Coming Home," being as handsome a piece of engraving as we ever saw; while other especially charming pictures are "Willie and Pussy," "Little Josh," "Little Cotton Pickers," "A Friend in Need," and "The Squirrel Robbed." But there are many pretty illustrations and stories beside to please the "little ones," as this welcome magazine always does. Russell Publishing Company, Boston.

ST. NICHOLAS for August is largely made up of travel and adventure, both story and history, and is especially nice reading for the holidays. Among these are "How Burt went Whale-hunting" in Norway; "Mrs. Peterkin in Egypt"; "Hassan's Watermelon," a Turkish tale, an amusing poem, "The Punjaubs of Siam," and James Baldwin continues the "Stories from the Northern Myths," with an account of "How Siegfried Returned to Isestein," accompanied by a powerful full-page picture by Blum. Then, with "A Visit to the Home of Sir Walter Scott," are a number of new interior views of Abbotsford, engraved from photographs. Paul Fort's story, "The Mysterious Barrel," contains some capital yarns by an old sea captain. "How a Hoosier Boy saw the Tower of Pisa" is not only interesting and exciting, but true. "The Cloister of the Seven Gables" is an old-time story of the Servian kings, and "Summer Days at Lake George" brings us with a jump to America and to-day. Besides these is a sailor-boy story of an American lad who went to Portugal and took part in a bull-fight.

"PAADLE AND PORTAGE" is the title of a second volume of touring in the Maine Woods by T. Sedgwick Steele, author of "Canoe and Camera," and like that entertaining work, is elegantly printed and handsomely and profusely illustrated. In fact, its attractive appearance tempts one to take it up eagerly, and when once in hand it is not easily laid down again until it is read. Aside from the fascination of the subject of hunting and fishing in itself, Mr. Steele's racy and independent style, although at times saveering of the egotism which seems inseparable from all enthusiastic devotees of field sports, enlists the constant and amused attention of the reader to the sequence of each adventure, while the large, clear type and tinted pages make the letter-press as comfortable as it is agreeable to the eye. A map of

Northern Maine accompanies the book. Mr. Steele, besides being a lover of woodland sports, is a wheelman also, and president of the Connecticut Bicycle Club of Hartford, and intends to spend a month of the present summer at Jefferson, N. H., and vicinity, and will alternate trout among the mountain streams with bicycling over the mountain roads; so that some day we shall expect to read his "Bicycle, Rod, and Lens," because the facile wheel will permit the rider to carry a fishing rod as well as a Walker's Pocket Camera on these little excursions. "Paddle and Portage" is published by Estes & Lauriat, Boston.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOCEPEDIQUE.—Weekly. Edited by P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, \$2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL.—Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

BICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturmev, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C. HODGES & CO.

BICYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturmev. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLISTS' HAND-BOOK for 1881, edited by Henry Sturmev, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM.—A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, clubs, choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882.—Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Paper, 40 cents; cloth, 65 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING.—A complete résumé of the most approved method of Athletic Training, 25 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

CURTIS ON TRAINING.—"The Principles of Training for Amateur Athletes, with Special regard to Bicyclists," by H. L. Curtis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.

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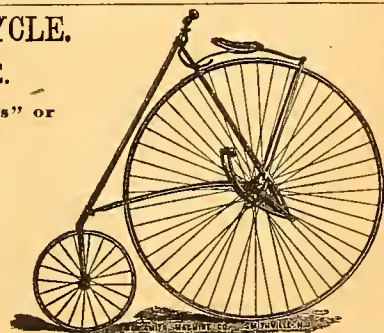
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American Bicycler, by Charles E. Pratt.....	50
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BOSTON, 4 AUGUST, 1882.

Volume V.
Number 13.

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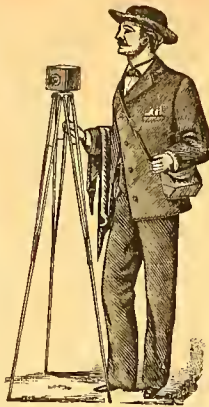
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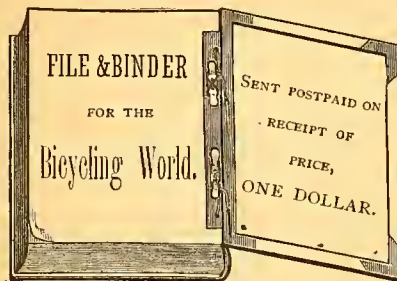
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[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

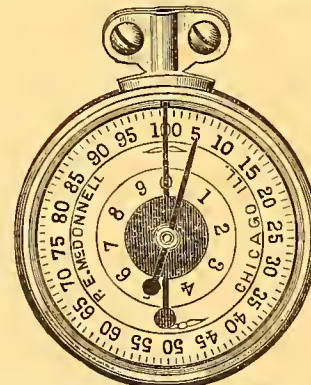
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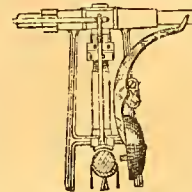
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HILL & TOLMAN, Worcester, Mass.

J. VAN SMITH, general baggage agent of the Baltimore and Ohio Railroad, has issued the following sensible order to agents and baggage-masters on that line: "In future, bicycles will be carried free in baggage cars between any stations on this line, when accompanied by owner or rider, upon presentation by him of his passage ticket. Care must be taken in handling them to prevent damage or breakage."

A WELL-ATTENDED meeting of the bicyclers of Philadelphia was held at Horticultural Hall last Saturday night, to make arrangements for a meet to be held on 26 October, in connection with the out-door sports by the Bicentennial Association on that day. At a previous meeting a committee was appointed to confer with the managers of the Bicentennial Association in relation to the proposed meet, and this committee made its report Saturday night, which in substance was that every facility would be afforded the bicyclers by the Bicentennial Association, which also offered to defray the expenses incident to the display, and recommended that it be under the management of a committee of wheelmen. The report was accepted, and it was decided that a meet should be held on the day named in the park. It was calculated that at least four hundred wheelmen from Philadelphia and vicinity would take part, and that an assessment of fifty cents upon each rider would yield a sum sufficient to defray all expenses, as all that would be needed would be a room in the neighborhood of the park in which the bicycles could be stored, and a small outlay for stationery, etc. A committee consisting of Messrs. Lewis, Gideon, and Hunt was appointed, who in turn will appoint a committee of arrangements, not to exceed fifteen members, to arrange the details.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates:—

One year, in advance.....	\$2.00
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WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 4 AUGUST, 1882.

NAMES AND BADGES.

WE last week announced the formation of a new bicycle club in Lynn, Mass., which had adopted the name "Crescent Bicycle Club." Several instances of this repetition of names as well as a similarity in badge designs have come to our notice, and we wish to express our objection to the practice. It not only evinces a poverty of ideas and invention as well as a servile recognition of the superior merit and reputation of a rival club, but it frequently entails confusion and misunderstanding. It does not so much matter if the namesake clubs are widely separated or in different States, as for instance the "Hermes" of Providence and the "Hermes" of Chicago, the "Meteor" of Boston and the "Meteor" of Detroit, the "Ariel" of Chicago and

the "Ariel" of Pittsburg, — although we deprecate this also, as in bad taste, considering the broadness of the field of nomenclature, — but in the particular instance to which we refer, it is especially unwise if not discourteous; because Lynn is virtually a Boston suburb, and from its local nearness and identical title the new club will be often liable to be confounded with the well-known and popular Crescent Bicycle Club of this city. Some two years since a club was formed in Boston under the title of "Hub Bicycle Club." It was not a very "pushing" club, and was seldom heard of, and so last fall a club of colored young men, not knowing of the other, adopted the same name "Hub," being, as is very well known, Boston's most common nickname as the "hub of the universe"; but on their attention being called to the fact that there was already a club of the same name, they promptly changed, and at our suggestion called themselves the "Shawmut [Indian name of Boston] Bicycle Club." In the matter of uniforms, where modest and genteel attire is desired, there must necessarily often be a similarity of style, as in military service uniforms; but the badge or decoration easily distinguishes these, and it does not so much matter. In titles, however, the field is practically unlimited, either in appropriate, suggestive, or fancy names, and it should be the especial care of clubs to avoid repetitions or copying. Of course, the most appropriate and characteristic name for the club first formed in a city or town is that of its birthplace. Thus, the Boston, Chicago, Montreal, New Orleans, New York, Philadelphia, Worcester, Cambridge, Springfield, etc., bicycle clubs are all well and most appropriately named. The next choice should be the name of the State, as Massachusetts, Maryland, Missouri, Connecticut, etc. After these, fancy names are in order, and they may take any form desired; yet should as far as possible still be suggestive, and not utterly inapt or meaningless. For instance, in Boston we have the "Shawmut," "Hub," and "Bay State," each indicating their location; and in Pittsburg is the "Keystone," in Wheeling the "Nail City," in Springfield, Ohio, the "Champion City," in Brooklyn the "Kings County," and so on, — all good names. Without doubt, in many cases the copying of names as well as badges is unintentional and done through ignorance;

but before adopting names and insignia, clubs should investigate and endeavor to learn if their preferences have already been adopted by others. Care should also be taken respecting badges, because these are the visible distinguishing marks of clubs. The Boston's silver star, the Massachusetts State coat of arms, the Crescent Club's crescent, the Chelsea's arrow-head, the Nashua's clover leaf, and many others, are especially distinctive, and should be sacred from imitations if they are to be of any advantage as badges. If the new Lynn club is particularly desirous to retain the "Crescent" in their name, why not prefix to it the word "Lynn," and so be known as the "Lynn Crescent Bicycle Club"? although a far better title than either would be simply "Lynn Bicycle Club." Of course these points involve no question of rights, but simply that of courtesy. The Roxbury Club adopted as its first badge a five-pointed star, but on learning that this was already the Boston's badge it immediately abandoned it for another; thereby winning the respect of all who appreciate gentlemanly courtesy and respect for the moral rights of others. Apropos, we will be glad to reproduce in our pages the badge designs of any clubs who will send us cuts of the same.

THE *Cyclist's* Brighton correspondent, in reference to the National Athletic Association's not allowing W. Smith, who won the L. A. W. open two-mile amateur championship of America, to compete in the association's championship last June, on the ground of his disqualification through competing in John Keen's fifty-mile race in December, while G. D. Gideon, who also competed in and won the latter race, was admitted, intimates that the distinction was made on account of Smith's nationality. We do not know what were the reasons, either real or nominal, for the National Association's action, but can assure the *Cyclist's* correspondent that the motive he imputes is the very last which would actuate any association of gentleman amateurs in this country. We fancy, however, that since a mutual agreement has been effected between the N. A. A. and the L. A. W. respecting amateur recognition, the relations of Messrs. Gideon and Smith to the League may have had something to do with it. Mr. Gideon is a member of the League in good standing; while Mr. Smith, although we believe nothing has ever been alleged to his discredit as a gentleman, was last fall proposed for membership under a misrepresentation, either through his own or his proposer's fault, and this misrepresentation has never been explained, and Mr. Smith

has never been elected to the League and so received its indorsement, and consequently is not, we presume, in the opinion of the National Association, an amateur wheelman in good standing. Under the new order of things the L. A. W. will have no two and five mile open amateur events this year, having surrendered them to the National Association; and they were run at their annual meeting the 10th of June last, when Mr. Smith was barred out.

WHY does not the League bestir itself and do something practical in the way of urging the tariff commission now in session at Long Branch to do something about reducing the duties on imported bicycles and tricycles? This is a field that ought to have been worked long since. We suggested it before the annual meeting and in time for its consideration; but that convention was more interested in the less important matter of who should govern the body another year, and how the membership might be more rapidly augmented, than in studying how to practically benefit its members and the interests of wheelmen at large. The League is accumulating a fund which ought to be put to some other use besides drawing interest and paying a few printing bills. The fact that the organization has been hitherto a sort of freemasonry, only, to wheelmen is owing to its management and not to any weakness or imbecility in itself; and if the new board of officers wish to prove the wisdom of their selection, they now have a most glorious opportunity. We can readily allow for the partial inaction consequent upon the newness of existence during the first year of the League, and its second year's complacent waiting for "something to turn up" must be magnanimously forgiven; but the *third* time *must* evolve something, or wheelmen will get discouraged. Come, Messrs. the Executive Board, "brace up, and have some style about you"!

THE editor of the *Tricyclist* objects to the use of the substantive in naming wheel clubs, on the ground that the term "bicycle club" often indicates to outsiders the idea of associations formed for the sale or purchase of machines, and he suggests that the more correctly adjectived terms "bicycling" and "tricycling" club be substituted. How about the "Bicycle" Union, "Jarge"? Again, in view of the fact that tricycling is rapidly becoming as important and influential as bicycling, why not adopt (as do many clubs in this country) the more comprehensive term, "wheel club"? The League of American Wheelmen admits both classes of riders, by its title as well as the text of its constitution, which says: "Any amateur *wheelman* in good standing may become a member."

Dear *Cyclist*: — The "Tour Through Ireland" was written for the *WORLD* by a gentleman in Philadelphia, he having commenced it and sent a portion to us

for examination last January, promising to complete it if we desired. We told him we desired, and he sent the remainder many weeks later; but we were unable to commence the publication until late in March and then not continuously since, and besides, we made alterations in the author's manuscript and title both, and we have noticed the same alterations and intervals of publishing in your local contemporary's reprint. Therefore, we are not a victim to our author's enterprise.

THE *Bicycling Times* describes and illustrates an invention similar to, if not identical with, one we saw applied to a machine when at the Chicago Meet, and which came, we think, from Hartford. It consists, superficially, of a spiral spring working on a spindle inside the termination of the backbone, which telescopes the rear fork, the spindle being really an extension of the latter. It is, of course, intended to counteract the violent rear vibration experienced while riding the ordinary machine on a rough road.

THE Ohio wheelmen are bracing up for the L. O. W. meet and races. The moral Champion Citys, despite their name, will not compete in the latter, because their by-laws forbid it; and the Buckeyes will not compete for the silver bugle to the best looking club, because being the local club, they are too considerate to appropriate all the honors. This being the only competition to which the Champion Citys are eligible, they intend to get themselves up regardless; and they can do it, too.

RACES

Coming Events.

28 and 29 August. Columbus, Ohio, League of Ohio Wheelmen annual parade and races. Half-mile dash, citizens' prize, value, \$40; one-mile dash, gold badge, value, \$50; four trial dashes of half mile each; the winner of each trial dash entitled to a place in the race for the championship of Ohio; three-jewelled L. A. W. badges to three of the winners of trial dashes. Five-mile dash, prize, a nickel-plated Columbia bicycle; one-mile dash, championship of Ohio, prize, diamond badge, value \$125. A solid silver bugle, valued at \$50, to club having the largest attendance in uniform and participating in the parade on the bicycle track. Nickel-plated lamp to the individual wheelman presenting the best general appearance as a rider; gracefulness, ease of motion, and control of machine to be the special considerations. There has been constructed, especially for the use of the wheelmen, a quarter-mile track. Entrance free; entries close twenty-four hours before races, to C. J. Krag, secretary, Columbus, Ohio. Competitions open to members of the L. O. W. only. Races run under L. A. W. rules.

2 September. Montreal. Annual races of the Montreal Bicycle Club. One-mile and five-mile events; gold and silver medal prizes for each. Open to amateurs only, and unattached riders must furnish credentials. Entries (50 cents) close 30 August, to Secretary Montreal Bi. Club, Box 1, 733, Montreal, Can.

5 September. Worcester, Mass., New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Aeolus Wheel Club. Open to amateurs only. Two-mile race, for gold, silver, and bronze medals. One-mile race, for gold, silver, and bronze medals. Half-mile race, for gold, silver, and bronze medals. Races to be run in heats, best two in three. First race called at 3 P. M. Entries to be made before 4 September, to E. F. Tolman, secretary, 195 Front street.

6 September. Buffalo Bicycle Club tournament. one-mile straightaway, three prizes, club members only. Three-mile champion race, one heat, two prizes, club members only. One-mile, best two in three, three prizes, open to all amateurs. Two-mile straightaway, two prizes, open to all amateurs. Slow race, one prize, open to all amateurs. Fancy riding, two prizes, open to

all amateurs. Drilling by club, etc. Address Chas. K. Alley, corresponding secretary, corner Perry and Mississippi streets.

9 September. New York. Fifty-mile bicycle race at the Polo grounds under the auspices of the Manhattan Athletic Club, to start at 3:30 P. M. Three prizes, gold medal each. Entries, \$1 00, close 14 September, to F. J. Graham, secretary.

20 September. Springfield, Mass. Bicycle tournament under the auspices of the Springfield Bicycle Club. C. K. Ferry, secretary.

26 October. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

PHILADELPHIA, 17-22 JULY. — A six-days' professional bicycle race was run at Ridgeway Park this week, between Louise Armaindo and Elsa Von Blumen, it being the first encounter between these two noted bicycliennes. They were to run ten miles each daily, in two-mile heats, the one winning the most heats to be declared the victor. Louise won twenty-one of the thirty heats, her fastest heat being made in 7m. 38s.; Elsa's fastest being timed at 8m. 32s. Louise won the heats easily, as she chose. She rode a 50-inch wheel, while Von Blumen rode a 48-inch which was too small for her. There was also a contest between the ladies and horses, to last six days, the ladies to cover twenty-one miles daily to the horses' twenty-five miles; but the track was too narrow, and on the fourth day the horses were withdrawn, having made only sixty-nine and a half miles to the ladies' seventy miles. The fifth day W. J. Morgan attempted to ride sixteen miles to the ladies' fifteen, but his machine got disabled, and he lost several laps and only covered fourteen miles and five laps; time, 58m. 56s. The last day Morgan essayed fifteen miles against the ladies' fourteen miles, but they again won, he having covered only fourteen miles two and three quarter laps; time, 56m. The track was an eight-lap one. T. W. E.

CANTON, PA., 22 JULY. — The first race meeting of the Canton Bi. Club took place Saturday, 22 July, and was successful in every way. The event had been advertised very little; but notwithstanding, a neat sum was taken at the gate for the club fund. The races were gotten up to prove the championship of this vicinity. The first race called was a half-mile, in which the contestants were Frank Mayo, Jr., Edgar L. Davenport, Harry B. Davenport, Fred. Black, and Arthur Cook. Ed. Davenport had it all his own way from the start, but rode for time, and passed under the wire in 1m. 38s.; Black, second, 1m. 55s.; H. Davenport, third; Mayo, fourth; Cook, last. In the next race, one mile straightaway, the same parties, with the exception of H. Davenport, started. "Capt." Davenport also ran this as he pleased. Black took the lead on the first quarter, but at that pole was passed by Davenport, who, not being pressed, rode easily, — so easily that he put "legs over handles" on the home stretch until within fifty yards of the wire, then made a spurt and went flying under the wire in 4m. 4s.; Black, second in 4m. 28s.; Mayo, third; Cook, distanced. These two races decided the

championship, and the winner was to be barred out of the last race, — a quarter-mile dash. H. Davenport, R. Van Syckle, and A. Cook started in this race. It was the most exciting of the day. Van Syckle took the lead after starting, but Davenport soon caught him, and they came down the home stretch neck and neck; but at the wire Davenport went under in 50½s., with Van Syckle on his heels in 50s.

This ended the day's sport, and on all sides could be heard favorable comments and expressions of appreciation at the novelty. It has given a new "boom" to bicycling, and we are requested to give a big meet in September. A large amount of the fair sex were present and helped to make the boys go. The machines ridden were as follows: E. Davenport, 52-inch Standard Columbia; H. Davenport, Extraordinary Challenge in half-mile dash, and a 52-inch Standard Columbia in quarter-mile dash; F. Black, 52-inch Mustang; F. Mayo, 50-inch Special Columbia; R. Van Syckle, 50-inch Special Columbia; A. Cook, 48-inch Standard Columbia. CAPTAIN 2556.

PROVIDENCE, R. I., 26 July. — There were two races by the Pawtucket Bicycle Club at Roger Williams Park, Providence, R. I., 26 July, 1882, open to members of club only. Prizes given by Mr. Cooper. First, a mile scratch, with six starters: F. F. Ames, F. Binford, B. Meader, C. Henry, H. L. Spencer, and S. R. Bucklin, Jr. The race was a close one to the last quarter, when Ames pushed ahead and won in 3m. 18s.; F. Binford second, in 3m. 28s. The prizes for this race were: to first, a nickel-plated lantern; to second, a bell. The second race was a 3-mile scratch, with three starters: B. Meader, S. R. Bucklin, Jr., and F. Binford. Meader was a long way behind until the last half-mile, when he spurted and won easily in 13m. 18½s.; F. Binford second, in 13m. 30s.

PAWTUCKET.

LAST Saturday afternoon a twenty-five-mile race by two bicyclers against Lulu Montrose, the equestrienne, she to change horses at will, and they to alternate with each other as they chose, was run at Providence. The track was too soft for the wheelmen and not of the best size and shape for horses, so that good time was made by neither. The lady won by four miles.

A BICYCLE track has been laid near the Sea Beach Palace Hotel, Coney Island, and a series of races are to be run there next week, among them a six-days' contest between Armaindo, Von Blumen, and Morgan, the ladies against the latter. Mr. T. W. Eck writes us that Morgan is improving wonderfully, and he predicts that he will be the coming long-distance rider of America. He is training constantly and hard.

ON 20 September there is to be a professional bicycle race at Springfield, Mass., in which James Mellen and

Thomas Harrison will ride against J. S. Prince twenty miles, the latter allowing his antagonists to alternate every five miles.

A TWENTY-MILE race is soon to come off between a bicyclist, "Unknown," and trotting horses, all comers, on the trotting track at Brockton, Mass., for a purse of from \$300 to \$500.

In a challenge published in *Turf, Field and Farm*, Louise Armaindo, the champion bicyclienne of the world, says: "An article in the *New York Clipper* stated that J. S. Prince, champion of America, who raced against me at Norwalk, made me run so fast that I was exhausted at the end of five miles, in a race where he had to give me one mile start in a ten-mile race. Now, the track was so bad that it took Prince 51m. 55s. to do the distance himself; and to show that J. S. Prince cannot exhaust me in any race, I am willing to race him, or any man in America, and the one who rides the most hours, minutes, and seconds without dismounting to be declared the winner."

F. MOORE, the winner of the one and twenty-five mile Bicycle Union championship, rides a Royal Mail racer, which machine, according to the *News*, is immensely popular, nearly 75 per cent of the racing men at Aston using it.

THE Sanspareil is also popular, and one was ridden by M. H. Whish, who ran second in the one-mile race. His machine is a 56-inch, and weighs only twenty-six pounds.

A FIFTY-MILE amateur bicycle race will be run at the Polo grounds, New York, 9 September, under the auspices of the Manhattan Athletic Club, for three gold-medal prizes.

Mlle. LOUISE ARMAINDO sends us the following: — CHALLENGE. I hereby challenge John S. Prince, champion, or any other bicycle rider in America, Prince to give me five miles in every fifty miles, a race. The one who rides the most hours, minutes, and seconds, without dismounting, to be declared the winner; the editor of *Turf, Field and Farm* to be stakeholder.

Mlle. LOUISE ARMAINDO,
Champion Bicyclienne of the World.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

The L. A. W. Elections.

Editor Bicycling World: — Your editorial in the issue of 28 July, protesting against the recent decision of the committee on rights and privileges, has given us new hopes, and we cannot but commend your sound arguments and call for justice to all parties interested. The

Maryland Bicycle Club made application to the League on 20 June, fully expecting to have the privilege of casting their votes in this election; but in a communication from Mr. A. S. Parsons we were told, as the line had to be drawn somewhere, he could see no better place than at the opening of the polls. I think there is little room for doubt that the new constitution of the League, which places the selection of State officers in the hands of the members of that State, has induced many clubs as well as unattached riders to join the League. If the decision of the committee on rights and privileges is sustained, then all those who have joined with this expectation of voting will find they have as little voice in the matter as under the old constitution. And I think that nothing will more clearly show the injustice of this decision than the fact that calculating from the date on which the new rules were published, it was impossible to become a member of the League before 15 June. Our protest was duly entered at the time, and we had lost all hope of its being favorably considered; but now that the WORLD has championed our cause, and knowing that in this, as in all other things, it will not silently submit to an injustice, we gladly trust our cause to your defence, and confidently await the result.

E. F. LECATO,
Sec. Maryland Bc. Club.

105 SOUTH STREET, BALTIMORE, 29 July, 1882.

Transportation Charges.

Editor Bicycling World: — I recently wrote the WORLD in reference to transportation of bicycles on the Little Miami Railway. As yet I have received no official information concerning the matter, but I am able to state that the baggagemen have ceased to collect extra fares, and this fact would seem to indicate that official action has been taken by the railway authorities to the entire satisfaction of wheelmen. I have also seen it stated in several newspapers that a general order has been issued forbidding baggagemen from collecting any fares on bicycles. The Xenia Bicycle Club claim the honor of having brought about this favorable change.

W. INANS.

XENIA, OHIO, July.

Bicycle Transportation from Chicago.

THE question of transportation of bicycles is one that ought to be settled as soon as possible, and the roads making the best arrangement with wheelmen should be the ones to receive their patronage. It is getting to be quite a common thing for wheelmen to take their bicycles along when on trips through the country, and more would do so if they knew that it would not be too much trouble. If one goes at it in the right way, he will have no difficulty in having his wheel well cared for on the following lines out of Chicago: The Chicago, Milwaukee and St. Paul and Chicago and Northwestern Railways com-

mand the entire West and Northwest. The former road is more liberal in regard to carrying wheels than the latter. Still, it is well not to be entirely beholden to the baggage-master, and a request for permit, addressed to Mr. A. V. H. Carpenter, general passenger agent, Milwaukee, will be promptly granted. Wheelmen desiring to travel on the Chicago and Northwestern should ask Mr. N. A. Phillips, general baggage agent, Chicago, for a permit to carry wheel in baggage car free. It is well to write your own permit and ask him to sign it, as follows: "To baggage-masters Chicago and Milwaukee" (if that is the destination). "Upon presentation of ticket please check through one bicycle for Mr. John Smith, the bearer, free, at owner's risk." Then pin your ticket to this permit, and you are safe. The signature of the general baggage agent carries the same force with it in the baggage-room as that of an absolute monarch in his country. On the trains of the Chicago, Milwaukee and St. Paul, and Chicago and Northwestern, we have not been in the habit of paying the baggage-masters any "backsheesh," and they will not, therefore, expect any. As regards tipping, it is well sometimes to make the baggage-master some little recognition, where the car is full of baggage, and he has had to use extra care to put the wheel in a safe place; or perchance has been obliged to shift it around the car in order to keep it from getting jammed. But where the baggage-cars are entirely empty, and you go in and stow your machine away to suit yourself, it is not to be expected that you should pay the baggage-master anything when he gives nothing in return. In fact, it is not well to do so, for it makes them expect it, and when a bicyclist fails to give them anything they feel out of humor. When boarding the baggage-car, always hand the baggage-master your permit first, and then he will not feel that you are trying to run things yourself, as he will if you shove your machine on and then ask him afterward if you can do so.

Bicyclers going east of Chicago, if they will take the Michigan Central Railroad, will be assured of good treatment of their machines, and the same will be checked through to New York, Boston, or intermediate points, if they will call upon or address Mr. F. I. Whitney, assistant general passenger agent, Chicago, requesting permit. This line is particularly generous to bicyclers, and was the only road centering in Chicago that met wheelmen half-way in the matter of securing reduced rates for those wishing to attend the L. A. W. meet, even going so far as to request their agents along the line to hunt up the boys and advise them of the reduction in rates. But even on this line there are a few crabbed baggage-masters, who feel that when they are intrenched in their cars at some way station they are bigger men than the general passenger agent, and it is well to be equipped with a permit. It is like possessing a "shooter," when go-

ing through a strange country. It makes one feel safe and independent, and it is humiliating to have to depend upon the dictum of a baggage-master whose authority is really very limited. Some of these fellows like to work bicyclers for all they are worth, having the false impression that they have more money as a general thing than they know what to do with. Those going south from Chicago had better take the Louisville, New Albany and Chicago Railway. Write Mr. Murray Keller, general passenger agent, Louisville, Ky., and he will give the permit. We have not had much experience with this road; but they carried the club captain and quartermaster to Louisville once, and took good care of the wheels without charge. When shipping your machine, if it is convenient, wrap the backbone with strips of cotton; also the forks. This prevents scratching of paint or nickel. To crate the machine renders it as helpless and unmanageable as a small-sized elephant. This of course refers to shipping other than by express, without going along with the machine to lift it into the baggage car and stow it away yourself. STENO.

Xenia.

Editor Bicycling World:—The Xenia Bicycle Club has adopted a new uniform of blue-black velvet, which will be ready before the L. O. W. meet, 28-29 August.... Mr. John Barrett of Spring Valley, Ohio, made a run from that place on the 16th inst., through Wilmington, Sabina, Washington Court House, Jamestown, and Xenia, and home, a distance of eighty miles, in eight hours.... Spring Valley, Ohio, has five bicycles. This not being enough to have a club of their own, they will all probably join the Xenia Club. The two towns are six miles apart.... Wm. Galway of Cincinnati made a run from that place to Xenia on the 22d inst., sixty-five miles, spent the following day in Xenia, and was home again the morning of the 24th.... R. S. Kingsbury, captain of the Xenia Bicycle Club, started on a run on the 18th inst., stopping first at Dayton; thence to the Soldiers' Home, where he was cordially welcomed by the governor and everybody else connected with the institution; thence to Eaton, where he made quite a stay, and where he surprised the natives by riding several feminine acquaintances about the city on his step; thence to Richmond, Ind.; thence back to Eaton; thence to Cincinnati, and home from there by rail, arriving on the 21st. He was accompanied part of the way by S. M. Livingston of the Xenia and Cincinnati Clubs. AINEX.

Lawrence.

Editor Bicycling World:—A constant and interested reader of the WORLD, I have noticed that Lawrence is seldom heard from, and one might judge that the warm weather had diminished our enthusiasm in bicycling; but I want to assure you that we are making the

most of our opportunities, and are taking much enjoyment on the wheel. New names are being added to our list of riders every day, and this valuable aid to locomotion is rapidly growing in popular favor about here. Our club is in a flourishing condition, having an active membership of more than thirty, which we expect to largely increase during the next two or three months from the ranks of those who have taken their first lessons on the wheel during the present season.

A very pleasant run has just been taken,—the associations resulting from the Essex County League adding much to its enjoyment. On the 22d inst. six members of the Lawrence Club started from the Common about 5.15 A. M., and journeying through North Andover, were joined by one of the North Andover Club, and pushed on towards Salem, going out of our way somewhat to see some of the wheelmen of Beverly, two of whom escorted us from that place to the Essex House in Salem, where we found our enthusiastic "Pedal Pusher," all going down to Juniper Point, where we spent the day. We were here joined by our Salem director of the L. E. C. W. and our vice-president and director from Marblehead. A fish dinner was enjoyed by all, and a meeting of the officers of the League held after dinner. It was decided to have a League excursion in August, a meet in September, and a race meeting in October. Towards evening our genial fellow-wheelman, Mr. Philbrick of Salem, kindly tendered us the hospitality of his yacht, honoring us with a parting salute from his 12 or 1,200 lb. (I really have forgotten which) gun. After nine o'clock, in the dark and semi-moonlight, we picked our way back to the Essex House and passed a comfortable night, only to be routed out in the morning by six more Lawrence boys, who had made an early run from Lawrence in one hour and forty-five minutes (twenty miles, and not sandpapered roads either) clamoring for breakfast. After breakfast, our party, augmented by four of the Marblehead Club, and now assuming quite imposing propositions, took the most delightful run it has been our privilege to enjoy, through the Beverly Farms and "Manchester-by-the-Sea" to Gloucester. We got dinner at the Pavilion, our Marblehead friends getting ahead of us to the extent of settling all bills before we imagined what they were up to; "in recognition of some former courtesies," they said. From here all of the party returned home *via* Salem, except two who had planned for three days more on the wheel.

On the morning of the 24th, in company with Mr. J. S. Newton, secretary of the Holyoke Club, who is stopping at the Pavilion, we made the circuit of the Cape, visiting Annisquam, Bay View, Pigeon Cove, Rockport, and Bass Rocks, returning to the Pavilion for dinner. Although apparently the best hotel in the place, it is not the best imaginable, we

finding it difficult to get enough to eat, although the charges were high enough to warrant good fare. After dinner we returned through the Beverly Farms to Salem, where we obtained supper at that excellent hotel, the Essex House. We then pushed on to Marblehead, where we were cordially received by the Marblehead Club, who extended their hospitality, showing us about town and escorting us over to Marblehead Neck, where we enjoyed a plunge in the cool waters of the ocean and returned by moonlight, thus closing a delightful day's ride. We cannot say too much in praise of the open-hearted and generous treatment we received from the Marblehead wheelmen. On the 25th we wheeled from Marblehead through Swampscott and Lynn to Nahant, where we obtained an excellent fish dinner at the Relay House. We returned to Lynn, and after making a flying visit to the Point of Pines, left the coast and pushed on through Medford, to Arlington, where we found comfortable quarters for the night at the Arlington House. On the 26th we rode over through Lexington, visiting the points of historic interest, and pushed on towards home through Woburn, Reading, and Andover, arriving at Lawrence at about four o'clock. We found excellent roads everywhere until we got about three miles this side of Reading, where we were obliged to walk nearly two miles in the sand. We returned well pleased with the run, and fully convinced that the bicycle is the only proper conveyance for such a trip. M. D. C.

LAWRENCE, MASS., 29 July, 1882.

Bugle Calls. II.

TIMOTHY JACKSON 's a friend of mine, —

A fellow that 's hard to beat sir,
He 's catcher and pitcher and bat of his nine,
And he rows like a steamboat that 's running on time;
And to see him eat "cream" is a treat sir.

But there 's one thing that Timothy tried in vain,

And that was to mount a machine sir, —
Or rather, he mounted; but then it was plain
That Tim had a lightness of head or of brain,
And his wife most certainly thought him insane,

He raised such a "deuce" of a scene sir.
The first thing he did when he got on the back
Of his bicycle steed was to holler out, "Jack!"

Jack, you scoundrel! Jack, you dog!
You said it was easy as riding a frog,
Or sitting astride of a rainbow at noon,
And sliding along to the lap of the moon.

Hallo! you scamp, I 'm running away,
And there on the hill is a wagon of hay!
Heaven send help, here 's the "devil to pay!"
"Twist to the right," shouted Jack, from behind,
And Tim, he not only twisted, but twined,
In an elegant fashion that called to one's mind
The mazy curves and wavy flow
Of the thread Ariadne gave to her beau.

But there 's never a lane without a turn,
And there 's never a fire but 's bound to burn,
There 's never a buckle without a bend,
And there 's never a story without an end;
And so said Tim when he went for the door

Of a cottage neat and trim sir,
And laid it flat on the clean-swept floor,
In the midst of a thunderation roar
Of babies and women and children and men,

Who "reckoned old Nick had broken his pen,

And come for his supper on earth, and then

To have 'em to supper with him sir.

Having "busted" the door, the bicycle bent

Its backbone under the table, and sent

The crockery on an excursion;

And Tim was sitting on cranberry pie,

With a chow-chow pickle patch over his eye,

And he reached for a prayer-book, and then, with a sigh,

Led the family prayer for conversion.

NINON NECKAR.

TRICYCLING

TRICYCLING, which has established itself and is increasing at a marvellously rapid rate in England, has now got a start in this country; and not only are there already a number of machines in active use here, but agents and importers are constantly receiving orders, and not a few of these are for sociables or double tricycles. Inquiries respecting three-wheelers are growing frequent. Many who declined to have anything to do with the bicycle are now manifesting great interest in the kindred machine. In view of these facts we have decided to devote a portion of our space, from week to week, to the consideration and description of tricycling and tricycles, to meet this growing demand for information. Of course, as in the early stages of bicycling in this country, much of our information and descriptive material must be got from "over the ocean," at present; yet we trust that it will not be long ere, as in bicycling, we shall be able to maintain a tricycling literature of our own. "Ixion," who has studied the subject to some extent, contributes this week his impressions of the "Club Sociable"; and Julius Wilcox, another veteran wheelman, has been for some time looking the field over and experimenting, and we are promised some account of his discoveries. The following notes and comments are taken from editorials and correspondence of the *Tricyclist*, Lacy Hillier's new three-wheel journal, which thus far has shown itself to be a most interesting and valuable acquisition to wheel literature: —

Until a bicyclist has really tried riding a tricycle, he can have no idea of its value, especially for night work; in fact, the use of the sociable makes long night trips positively enjoyable. We have not yet arrived at the end of the capabilities of the sociable, and we believe that ere-long some camping outfit will be adopted. When it is, one thing is certain, — it will have to include the machine; in fact, the machine, with the brake handles, would probably form some part of the tent frame. Erelong, men will go to Harrogate on a sociable and camp out, just as

a boat goes up the river and its crew camp out. Once again, — the capabilities of the tricycle are as yet underrated.

It is always satisfactory to us to get an expression of opinion from one thoroughly competent to speak; and on no subject are we more anxious than in an intelligent comparison between bicycle and tricycle work. In the year 1881 a well-known cyclist went a tour in Normandy, and shortly afterwards had the misfortune to break his arm. Under our advice he started a tricycle, and he now says, "I have never regretted it: bicycles are 'out of it' altogether." This, coming from a good rider of the one-track steed, who is also an accomplished tricyclist, capable of riding (as he tells us in the same letter) from Ripley to Kingston in one hour fifty-five minutes, is of course conclusive.

We have been experimenting with lamps and lamp-oils a good deal lately; and have at last attained satisfaction by means of Dearlove's "King of the Road" lamps, and "King's Oil." On a sociable, a pair of hub-lamps (with the new spring barrel, and outside regulator to the wick) insures the full width of the machine being appreciated by drivers, whilst a lamp of the "head" variety, hung on a bracket which we have screwed to the foot rests, cast a bright gleam forward in front of the steering wheel.

THE greatest disadvantage the tricycle has to contend with is the supposition that any one can ride it without learning. I have proved the reverse, to my own satisfaction, in the following simple manner: I have driven a double tricycle, with my wife by my side and fifty pounds of luggage behind us, for twenty miles without fatigue, while I have ridden with a strong man less than eight miles on the same machine without luggage and been tired out. Yet my wife, on the occasion to which I refer, did not drive, but had her feet on the foot rests; while the gentleman, being a very powerful man, was, I feel certain, exerting twice the strength I was using myself. There seems to be but one possible explanation of this: that riders without practice press down both feet together, pressing one foot down a little harder only than the other, instead of lifting up one foot and pressing down the other at the same time.

Again, tricycle riding brings muscles into action that are not used in walking, and these muscles require to be gradually strengthened by practice before either long rides or fast riding are attempted. Many persons, having hired a machine and driven it a few miles, have found it very hard work, and given up all idea of purchasing one. Beginners should restrict themselves for several weeks to riding from five to ten miles at a pace not exceeding six miles an hour.

I know one case in which a gentleman bought a tricycle, and against advice rode it home about ten miles. The next day he wrote to the agent and asked him

to send for the machine and sell it for any price he could get for it. Another instance I was told of where a gentleman hired a tricycle in the north of London for a week, and paid for it, and started to ride to Portsmouth. In less than two hours he brought the machine back, and asked to return it and forfeit any amount of the payment he had made the maker pleased, adding that he had had enough of it.

I am often asked to state the comparative speed of bicycles and tricycles. I consider the tricycle is about two miles an hour slower than the bicycle. The remark is frequently made that the tricycle is much harder work than the bicycle. I reply, not at the relative speeds I have named. The tricycle has an immense advantage over the bicycle in being capable of adjustment to the strength of the person who is going to use it. A machine with driving wheels fifty-four inches in diameter, geared level, would require a strong and practised rider to drive it up a moderate incline; but by replacing the lower wheel, which carries the chain, with a wheel from an inch to two inches smaller, the machine can be made to run so lightly that it may be driven easily — of course at a slower pace — up moderate inclines by a lady, or even by a child.

Tricycle riding is gaining ground more rapidly even than bicycling. The best makers of well-known machines cannot execute orders under about two months, and makers of one well-known sociable (that is, double tricycle) will not at present accept orders to be executed in a stipulated time.

The advantages of tricycles over bicycles are numerous and evident. They can be ridden at a slower pace than the bicycle, or stopped at any time, without dismounting, to admire a view, inspect a building, read the direction on a finger-post, or speak to a friend. They will carry almost any amount of luggage. A great many tricycles are now employed by the postmen in country districts for carrying letters and parcels. Policemen and lamplighters are also using them. Tricycling brings more muscles into play than walking, and is a more exhilarating exercise. To the healthy and strong it is even more exhilarating than horse riding.

Our greatest authority on health, Dr. B. W. Richardson, F. R. S., recommends stout people to adopt it, and says that a very stout person will find that he can ride six miles with less fatigue than he can walk one.

I know many persons who have given up rowing after a short experience of tricycling, saying that the rush down a breezy hillside is more exciting and exhilarating than a row on either river or sea.

I consider that a tricycle rider has almost as great an advantage over a walker as a rider in a railway train has over a rider in a coach. Where roads are fairly good, a tricyclist can cover six

miles with less fatigue than a pedestrian can travel three. It is probable that the rapid increase of tricycling will, before long, cause a great improvement in our country roads. Were they made exceedingly good, ten miles an hour could be ridden on a geared-up or speeded tricycle (in which the wheels would turn round quicker than the cranks moved by the feet) easier than a pedestrian could walk four miles an hour.

The "Club" Sociable.

THE interest in sociable tricycling has at last reached our shores, and the few machines of that class in use in the Eastern States are doing much to strengthen that interest, and to pave the way for their more general introduction in this country. Noticing in last week's *WORLD* that the Messrs. Carter of the Alpha Tricycle Club were intending to import a Club Sociable for use in the vicinity of Boston, the writer gives herewith a short description of the machine and his experience with it upon the macadams of Orange and its suburbs. The machine is the only one in America, and was built to order by the Coventry Machinist Company and imported through their United States agents at New York.

Two fifty-inch drivers, each fitted with 64 Club spokes, $1\frac{1}{8}$ red rubbers and crescent rims, and an eighteen-inch front steerer, are used. A point overlooked by most tricycle makers is here carefully observed. The rim of the steering wheel is constructed especially deep, and the tire well sunk in it, thus obviating that common trouble of loosening the tire through the unavoidable skidding of the wheel which must exist in all single side drivers (barring perhaps double steerers such as the Coventry Rotary) and in Sociables when the power is unbalanced. The frame of thin shell steel tube is very strongly shaped in graceful curves, giving the harmonious lines so noticeable in the Cheylesmore and other single tricycles of the firm. The bearings are ball throughout, wheels, cranks, and pedals, all adjustable and having oil holes covered with a neat slide. On the right (lady's) side the driving action is fitted with the celebrated Cheylesmore clutch gearing, and a neat dress guard over the chain. Lamplugh and Brown's suspension seat and tricycle saddle with back rests take the place of the ordinary seat with their slipping cushions. These are supported upon scroll springs, giving as complete comfort as the cradle spring. Braking power is provided through an upright lever ending in a horn handle, placed between the adjacent spade handles of the two seats. This enables either rider to apply it. A link and arm connect the lever with the brake rod, which passes through bearings at both ends and in the middle, and has long spoons bearing on the rubbers about eight inches above the ground. This brake arrangement is peculiarly effective and satisfactory. It is extremely powerful, and unlike most brakes increases

steering power by adding to the weight on the steering wheel; the position of the spoons entirely prevents any dust or mud being thrown upon the riders. As the weight is nearly balanced over the drivers, a small safety trailing wheel, some five inches in diameter and four above the ground, projects in the rear at the end of a curved and tapered steel tube; this is lightly braced for additional strength. The finish is that which characterizes all of the Coventry Machinist Company's work, perfect in every detail, distinguishing it as a Brewster carriage outshines an ordinary vehicle. Spokes, hubs, pedals, oilers, dust caps, handle rods, foot rests, seat rods, brake lever and connections, steering rod, rack and pinion, etc., are nickelled on copper, the rest japanned with fine lining in color.

Several trials have shown it to be remarkably easy running and a wonderful hill climber, though the gearing down somewhat lessens speed. Eight to ten miles an hour is however easily attained. The pedal action is very nearly vertical, the steering is steady, and this combined with the width of the machine enables hills to be coasted at top speed. Comfortable foot rests are fitted on one side, the Cheylesmore action on the other rendering them unnecessary. From the ease with which the machine has been driven up several sharp gradients, the writer feels confident that it is capable of surmounting any grade rideable on the bicycle, and perhaps even outdo its lighter and fleetier cousin in that respect.

Sturmeys assertion that upon a level road one rider may propel himself and companion without much exertion is fully borne out by the writer's experience. There is very little sluing tendency, — much less than when one seat is unoccupied and the weight is entirely upon one side. With a little careful attention a well-constructed tricycle can be made as noiseless as a bicycle. A bell should always be carried, and two side lamps on dark nights, as a Sociable is nearly as wide as a carriage.

IXION.

Jacques's Soliloquy.

Revised edition of Shakespeare as it will be in 1900.

ALL the world 's awheel,
And all the men and women practised wheelers.
They have their bicycles and their tricycles,
And one man in his time rides many mounts,
His art having seven stages. First, the infant,
Trundling his little trike beside his nurse;
Then the aspiring schoolboy, with his satchel
Strapped on his carrier, whirling like a leaf,
The longest way to school; and then the lover,
Sighing like a racer, with a woful waver,
Chasing his mistress's trike; then the club captain,
Full of strange tricks and artful exercises,
Zealous in practice, sudden and quick in vaulting,
Seeking the bubble reputation
Even in the L. A. W.; then the justice,
With fair round belly, on a heavy mount,
With easy seat and stroke of formal kick,
Fond of wide turns and dignified dismounts,
And so he rides his part. The sixth stage shifts
Into the lean and shrivelled pantaloon,
With spectacles on nose, and safety wheel;
His youthful mount, well saved, a world too high
For his weak shanks, and his big, manly style,
Turning again toward childish wobble, sways
And totters in his gait. Last scene of all,
That ends this strange, eventful history,
Is second childishness on the low trike,
Sans strength, sans speed, sans skill, sans everything.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of five cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

OID BI. CLUB. — Additional: S. E. Parkill, Owosso, Mich.; Geo. H. Harrison, Ovid, Mich.; V. A. Fitch, Ovid, Mich.

MARYLAND BI. CLUB. — Additional: G. C. Williams, care of H. & E. Hartman & Co., Baltimore, Md.

DETROIT BI. CLUB. — Additional: R. R. Lansing, 273 Jefferson avenue; E. D. Hutton, care of Parke, Davis & Co.; C. T. Gage, 333 Woodward avenue; Chas. W. Smith, 44 Grand River avenue; Fred. H. Tregaskas, 414 Lafayette avenue; Dennie Loring, 399 Jefferson avenue; Walter B. Scaife, care of Detroit Safe Company; Wm. H. Elmer, care of Detroit Safe Company, —all of Detroit, Mich.

CHAMPION CITY BI. CLUB. — Additional: A. D. Hosterman, Baker Rice, and D. H. Olds, —all of Springfield, Ohio.

HUDSON (N. Y.) BI. CLUB. — Additional: Wm. Wait, George E. Gage, —both of Hudson, N. Y.

MONTREAL BI. CLUB. — Additional: D. W. Allan, care of Thomas Allan & Co., St. James street; W. J. Farquharson, 135 St. Peter street; C. A. Merrill, 30 St. Sulpice street; L. J. Smith, care of Lord & Munn; John Low, 953 Dorchester street; W. C. Bessey, 20 University street; W. Goldstein, post-office box 728; C. A. LaMothe, 15 place d'Armes; H. Shaw, 57 Redpath street; W. W. Starke, care of C. C. Snowdon & Co.; John Cassils, 204 Upper Peel street; E. W. Waud, Molson's Bank; D. B. Holden, Ames, Holden & Co.; N. Bowman, Lord & Munn; J. F. Reddy, 1277 St. Catherine street; L. D. Ross, 673 Dorchester street; W. F. Cochrane, Montreal Am. Ass.; W. C. Carruthers, Arrandale, Kingston, Ont.

UNATTACHED. — C. T. DePuy, 22 avenue A, Vick's park, Rochester, N. Y.; W. H. Learned, 28 Orange street, Rochester, N. Y.; W. J. Curtis, 23 Fitzhugh street, Rochester, N. Y.; L. B. Smith, 85 Fitzhugh street, Rochester, N. Y.; F. F. Chase, 254 North St. Paul street, Rochester, N. Y.; Henry M. Stevens, Vineland, N. J.; C. Sumner Stevens, Vineland, N. J.; H. R. Goodwin, care of Ernest R. Shipton, Salisbury, England; Thomas H. Burchell, 58 East 53d street, New York City; Henry T. Peeters, 116 Monroe street, Chicago, Ill.; David Stewart, 35 St. Paul street, Baltimore, Md.; A. C. Kenley, 90 Spear's wharf, Baltimore, Md.; Chas. S. Greenbaum, Laramie City, Wyo. Ter.; Wm. O. Owens, Laramie City, Wyo. Ter.; G. Rantoul White, Wellesley, Norfolk County, Mass. (post-office address, Newton Lower Falls, Mass.); Fred. M. Tottingham, Keene, N. H.

CORRECTIONS. — In Newton Bicycle Club candidates published 21 July, H. M. Sabin's address should read 230 Purchase street, instead of 260. In Hackensack Bicycle Club candidates published 21 July, the numbers after the names of C. Julian Wood (379) and Cyrus

Knapp (2,000) refer to their League numbers, not to post-office boxes. The club is located in Hackensack, Bergen Co., N. J. In the Missouri Bicycle Club candidates published 21 July, "Harry Hatze" should be Harry Hotze, "W. J. Thorne" should be W. J. Thom, "N. C. Thorne" should be N. C. Thom, and "Coler E. Stone" should be Cola E. Stone.

Through the White Mountains on the Wheel. IV.

JACKSON.

24. To Glen Station. Before described.
4. Moderately hard loam. Gently undulating. One or two unridable hills. Two or three dismounts necessary.
5. Slightly sandy, but growing harder. Less undulating. Some side-paths. May be ridden without dismount.
6. Sand changing to hard gravel. Level or down grade. Riding improving; becoming good.
9. Hard gravel. Level, or gently down. Excellent riding.

NORTH CONWAY.

This is a broad, well-made road, and here we found the first really easy continuous riding. The nine miles might be done with but two dismounts by a strong rider. The last four miles is good enough to make ten miles per hour on easily. Through intervals it is smooth enough for a race track.

1. Broad, level, hard gravel street. Excellent riding. Good sidewalks on each side for half a mile.
2. Middle of road slightly soft. Good side paths and turf. Level. Fair riding by picking the way.
5. Gravel changing to loam. Middle of road just soft and rutty enough to make riding hard, but fair riding to be had on turf or in occasional hard rut.

CONWAY CENTRE.

1. Clayey loam, packing down into hard, smooth ruts, six inches to twelve inches wide. Level, or slightly down. First-class rut riding.
14. Growing sandy. Level, or down. Fair riding on turf at side.
14. Soft sand. Level. Nearly or quite unridable.
2. Sandy, no grade. Unridable.
3. Grows less sandy. Level or down. Poor, difficult riding, growing better.
5. Hard gravelly loam. Level or down. Fair riding, growing excellent.

FRYEBURG.

This ten miles affords several stretches of superior riding and with the exception of the one and a half miles of sand is continuously good enough to be enjoyably ridden by a mere beginner. We made perhaps five dismounts in this distance; at least not more than this would be necessary. The road through Fryeburg village and for a mile to the west is broad, smooth, and level, affording good riding on any part of the road. The sidewalks are nearly equal to Boston Common walks. Arriving at Fryeburg, we are entirely out of the mountain region, and take our last backward views of the last of those mighty hills that have charmed and awed us for days past. From here we pushed on to Bridgton, ten miles, having crossed the line from New Hampshire into Maine. Dismal reports of the Fryeburg sand had fortified us for a struggle, but to our surprise we rode a mile out of the village in ruts or on side turf easily and without dismount, finding no trouble; some sand until the second mile, where we walked about a quarter of mile. After two and a half miles the road is fairly hard and level, with easy riding. Towards East Fryeburg there are two or three long but easy hills, which were ridden by one of our party. There had been recent rain in this district,

which may account for the freedom from soft sand near Fryeburg. In the vicinity of the Bridgton town line there are two or three miles of level, hard clayey roads which are easy and attractive riding; but at West Bridgton and three miles beyond there are many short, steep hills, with frequent sandy spots of the most troublesome description, requiring numerous dismounts. We were pleasantly entertained at the Bridgton House, Bridgton, where we passed the night. The next day we went down Long Pond and Sebago Lake by steamboat, thence by rail to Portland and Portsmouth, not caring to spend more of our time on poor roads where the stimulus of grand scenery was lacking. At Portsmouth we resumed our wheeling, going home *via* Boston over those splendid roads which are or should be familiar to every New England wheelman.

I have endeavored to carefully describe the White Mountain roads as we found them. All riders know how common earth roads change in riding qualities with the season and the amount of rain, so that others might find under other conditions quite different roads in this region. My belief is, however, that the soil of a large portion of the mountain district is of that pulverulent, sandy, loamy character which is always slightly loose and soft, but never very much so unless in extremes of wet or dry seasons. In most of the region we passed through there had been no rain for three weeks, and the summer had been a moderately dry one, the streams being lower than usual at that season. It is probable that the roads were below their average condition, especially the more sandy portions.

The practical deductions from my own experience, and a comparison of notes with other wheelman explorers of these mountains, are as follows: The White Mountain roads, with the exception of two districts, are not good enough to ride over simply for the sake of riding. To one who never has been there, I would strongly recommend the tour. I would also recommend it to those who have, provided their admiration for nature exceeds that for the art of riding a bicycle. No rider of less than a year's experience should attempt it; for ability to pull through three-inch deep sand holes, and ride half a mile in six-inch wide ruts, are amongst the qualifications of the enjoying White Mountain tourist. The two exceptional districts above referred to are the vicinities of Littleton and North Conway, where, with the short stretch by the Profile House, are a few miles of first-class country road. Whitefield and Lisbon are reported to furnish some good riding on the roads from Littleton, and in their vicinity. We encountered three belts of deep unridable sand: one about two miles wide just north of Franconia; one of five or six miles about the Fabyan House, and from it to Crawford's; and one of about two miles east of Fryeburg. The vicinity of Plymouth

is also sandy, and five or six miles of the road from here up the Pemigewasset Valley are reported so, the remaining twenty miles to the Flume House being pronounced fair riding all the way. The wheelman spending any considerable time in any of these districts will feel amply repaid for the trouble of taking his wheel along, especially in the more favored ones just mentioned. In laying out the route, I would advise moving from west to east, as the up grades are much easier in the Ammonoosuc Valley approaching the Notch than are those of the Saco Valley from the east. The average rider will not exceed five miles per hour, and twenty-five per day will be enough for comfort. The average cost per day for the time spent in the mountain region was \$3.45, this not including railroad fares or unnecessary luxuries. We stopped at the Crawford, Glen, and Summit Houses, as is necessary, but at other times chose second-class hotels, having everything needful for comfort and real enjoyment.

The following may be an assistance to those who are planning a tour in the mountains. We will assume that the start is to be made from Boston.

NO. 1. A SHORT TRIP OF FOUR DAYS.

- D'S. M.L'S.
- 1 Boston to Bethlehem *via* B. C. and M. Railroad.
 - 2 { .. Bethlehem.
 - 3 { Bethlehem Station.
 - 8½ { Twin Mountain House. Dinner.
 - 13 { Fabyan House.
 - 18 { Crawford House. Night
 - 31 { Upper Bartlett. Dinner at Bartlett House.
 - 39½ { Glen Station.
 - 46 { N. Conway. Night, choice of three or four good hotels.
 - 4 .. N. Conway to Boston *via* Portland and Portsmouth.

NO. 2. A TRIP OF SIX DAYS.

- 1 Boston to Plymouth *via* B. C. and M. Railroad.
- 2 { .. Plymouth.
- 24 { Flume House. Dinner. Afternoon and night here.
- 24 { Flume House.
- 29 { Profile House. Remainder of forenoon, and dinner here.
- 3 { 34½ Franconia. Afternoon.
- 39½ { Bethlehem. Night.
- 85½ { Same as trip No. 1.

NO. 3. A TRIP OF SIX DAYS.

- 1 Boston to Warren *via* B. C. and M. Railroad.
- 2 { .. Warren.
- 5 { Warren. Summit. Ascend Moosilauke. Dinner at Summit. Night.
- 20 { Benton *via* E. Haverhill and Haverhill Centre. Dinner.
- 3 { 33 Franconia. Night.
- 38 { Bethlehem.
- 84 { Same as trip No. 1.

NO. 4. A TRIP OF FIFTEEN DAYS.

- 2 { 5 Same as No. 3.
- 14 { Haverhill Centre *via* E. Haverhill. Dinner.
- 27½ { Lisbon *via* Swift Water and Bath. Night.
- 37½ { Littleton. Dinner.
- 48 { Profile House *via* Franconia. Night.
- 53 { Flume House. Spend day in vicinity of these two places.
- 6 { 63½ Franconia. Dinner.
- 68½ { Bethlehem. Night.
- (Sunday not included.)
- 8 { 108 Same as No. 1, to Glen Station.
- 110½ { Jackson. Night.
- 122½ { Glen House. Dinner, and night.
- 130½ { Ascend Mt. Washington. Night.
- 138½ { Descend Mt. Washington. Dinner at Glen House.
- 17 { 150½ Jackson. Night.
- 159½ { N. Conway. Dinner. Afternoon and night.
- 183½ { Bridgton *via* Fryeburg. Night.
- 223½ { Portland *via* Lake Sebago and Stage road.

CURRENTS CALAMO

FRED. JENKINS has a handsome 53-inch Rudge bicycle, just imported.

WE shall publish the full result of the L. A. W. elections next week.

HALF a dozen of the Bostons made the usual run to South Canton last Sunday.

PRINCE is having a 34-pound racing Expert built for the fall competitions on the track.

C. R. SHEPHERD edits the "bicycle buzzings" in the Springfield, Ohio, *Sunday News*.

AH, Friend Garvey, we would have liked very "mush" to have been there, but the invitation came too late.

PRESIDENT MILLER presented his club, the Buckeye of Columbus, with a handsome stand of colors last week.

THE Gothamite wheelmen have numerous indulged in moonlight spins in the beautiful evenings of last week and this.

JOHN HARRINGTON, of England, maker of the Arab bicycles and tricycles, and the cradle spring, was in town last week.

W. D. WILMOT of the Massachusetts Bicycle Club has opened a bicycle riding school at Oak Bluffs, with headquarters at the Sea View House.

THE Essex County wheelmen are contemplating a reunion and run some time this month, rendezvousing at Salem, and making excursions thence to Nahant and Lynn.

THERE are three American Stars in use in Washington, and a great many Xtraordinaries. Is the Washington concrete so sunken and worn that "safety" machines are a necessity?

THE *Bohemian* says that some Toledo tricyclers are projecting a 700-mile trip through Ohio, Michigan, and vicinity, but we opine it will be slow and hard work on the mid-west roads.

THE enterprising Champion City Bicycle Club of Springfield, Ohio, who recently so successfully originated and conducted a 'cyclist's camp, are now projecting a club picnic for their wives and lady friends.

PRINCE amused the Providence people by some exhibition fast riding on a slow track last week in that city. It is proposed to have a good track there in a few weeks, when the champion will show 'em some real going.

CALIFORNIA is not a good State, topographically, for extended bicycling tours; but Mr. Warschauer of the San Francisco Club recently covered one hundred and twenty-five miles in a two-days' trip, visiting San Jose and Monterey.

Mlle. LOUISE ARMAINDO and Messrs. W. J. Morgan and T. W. Eck request us to express their thanks to Mr. H. B. Hart, bicycle agent of Philadelphia, for favors extended to them as bicyclers during their stay in that city, recently.

THE New York *Sunday Courier* says that the Lone Star has been disbanded. We are aware that a rupture in the Solus Club is alleged as the reason why that club is not riding this season, but we believe the Lone Star is too harmonious and unanimous in its membership to disband. We don't believe the story.

THE Lawrence (Mass.) *American* mentions Mr. George N. Mason of Boston as being at present in the former city, and states that he is forty-eight years old, and an enthusiastic and constant rider on the bicycle, taking an ante-breakfast spin to Andover and return every morning, and wheeling about the streets and suburbs after business hours in the evening.

A CORRESPONDENT of the London *Field* proposes utilizing kites for propelling tricycles, and mentions several instances where they were successfully employed as motors for carriages. He suggests that a kite two feet high would be sufficient. We think this might work in a country where there were neither trees, houses, nor telegraph wires, like Colorado or — England?

OUR latest English exchanges report that the Brighton coach was overturned and several persons severely injured, 17 July, from horses taking fright at a tricycle. The details are meagre, and as the driver of this coach has an evil reputation for practical prejudice against 'cyclers, the latter did not accept the premises of the first report as final, and await particulars before commenting upon it.

"THE BICYCLING WORLD, in a recent issue, attempted to correct a statement made in these columns about the machine ridden by Prince in the ten-mile race at Baltimore. In its last number it had the honesty and candor to handsomely acknowledge its blunder." — *Boston Sunday Courier*. Now will the *Courier* have the "honesty and candor" to acknowledge its graver blunder?

ACCORDING to the *Cyclist*, the long-distance record of two hundred and twelve miles in twenty-four hours, made by W. S. Britten from London to Bath and back, has been beaten by W. F. Sutton, of the London Scottish Bicycle Club, who left London 9 July, making Biggleswade (35 miles), Stilton (75), Stamford (89), Bourne (99), and reached Stamford in Lincolnshire (111). From here he retraced his course, and arrived in London (222 miles) in 23 hours and 55 minutes, his riding time being 21½ hours.

AT one of the runs of the Boston Club lately a discussion arose as to the comparative weights of the machines used by the party. In order to settle the question, steelyards were obtained and the machines weighed with the following results: 48-inch Harvard Roadster, 49½ pounds; 52-inch Expert, 51 pounds; 52-inch Harvard Roadster, 46 pounds; 53-inch Harvard Roadster, 47½ pounds; 50-inch Harvard Roadster, 45 pounds; 56-inch British Challenge, 47 pounds; 52-inch Matchless, 46¼ pounds; 54-inch Harvard Roadster, 49 pounds; 52-inch

British Challenge, 44½ pounds; 55-inch light Yale Roadster, 39½ pounds. These weights were doubtless all a little more than the regular balance scale would have recorded, but they answered the purpose of showing comparative weights of machines ordinarily ridden.

WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOCEPEDIQUE.—Weekly. J. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, \$2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL.—Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882. by Henry Sturmy, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C. HODGES & CO.

CYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturmy. Published by Iliffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

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AMERICAN BICYCLER. by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

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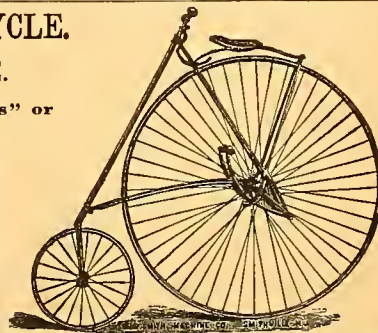
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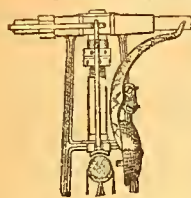
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Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, \$1.50; lettered, \$2.00.

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THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, \$4.00. Nickel Plated, \$5.25.

Send money order or registered letter.

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Rintelman's Patent Adjustable Bicycle Saddle.



This is positively the best Saddle made. It combines comfort, durability, and neatness, and is easily adjusted by means of a turn-buckle located in the bottom of the frame, and is well ventilated. Liberal discount to agents. Send for circular.

Price, Plain, \$3.50 Nickel-plated, \$4.50
Address, AUGUST RINTELMAN,
MILWAUKEE, Wis.

Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small diamonds, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc. all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

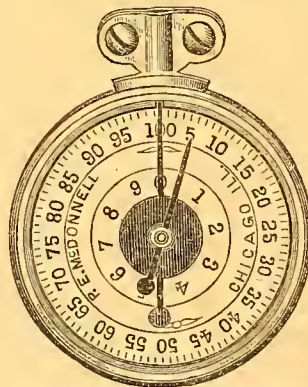
FOR SALE.—A 48-inch full-nickelled American Star Bicycle; been run three weeks; cost \$80; sell for \$40 cash. Address HOMER ADAMS, Alliance, Ohio.

FOR SALE.—A \$100 Harvard; 48-inch; painted; ball bearings; cradle-spring; Excelsior cyclometer, and a lot of extras; in very good order. Address BOX 2806, New York P. O.

FOR SALE.—A 52-inch Standard, new this season, in first-class condition; Rubber Handles and Automatic Alarm Bell, Lock and Chain. Will sell for \$75 cash. Address Lock Box 315, Plainville, Conn.

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For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the

outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2 1/2 oz. Made for any sized wheel, nickel-plated, and well finished. Price, \$4.00. Gold plated with name engraved (for prizes), \$10. FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

MAP OF MASSACHUSETTS showing post roads, distances between places, etc., mounted on rollers, 75 cents; unmounted, 50 cents, postage prepaid. A. BASSETT, care BICYCLING WORLD.

CURRENTE CALAMO

THE secretary of the Buffalo Bicycle Club has our thanks for a copy of the club rules and regulations.

CONKLING of Chicago has grown an inch taller, and rides the biggest Yale racer in the country, — a 61-inch.

SECRETARY CARSWELL of the Toronto Bicycle Club was in Boston this week, on a flying trip through New England.

THE Champion City Bicycle Club has its rules and membership list neatly and compactly printed on a card, single folded.

W. FRANCKE of Louisville, Ky., won a prize medal at Harrodsburg the 3d inst., in a fancy riding competition with Lexington wheelmen.

SECRETARY COLEMAN of the Manhattan Bicycle Club recently fell from his machine while night riding, and severely injured his hip and shoulder.

OUR second lot of "Cortis on Training" has not yet arrived, and we must once more beg the indulgence of those whose orders are still unfilled on our books.

PRESIDENT SNYDER of the Essex Bicycle Club, Orange, N. J., has just imported a 60-inch bicycle, but the tall young man of Chicago goes him an inch better with his Yale.

THE finely engraved steel portraits of Longfellow and Emerson in the recent number, of the *Atlantic Monthly* were the work of J. A. J. Wilcox, an ardent wheelman, and a member of the Chelsea Bicycle Club. Mr. Wilcox is now engaged upon a group of President Garfield and family for a Boston publisher.

H. D. COREY and A. H. STETSON, of the Meteor Bicycle Club of Boston, rode to Manchester-by-the-Sea, from Brighton, and return, Sunday, and attended church at Masconoma, and at the close of the service had a pleasant chat with the officiating clergyman. Mr. Corey speaks in high terms of his 52-inch, 34-pound Yale Invincible, single balls, and three-quarter-inch tires, which stood the seventy miles run splendidly, although some of the riding was pretty rough, owing to the dry weather.

FRANK W. WESTON, the "Father," did not commence to work up his English tour early enough this year to secure a party of tourists to accompany him to attend the Harrogate meet, and do the roads of "Merrie England"; but he announced to us just before departure that he should at once commence arrangements for a grand tour next summer, and should during his present trip complete all necessary preliminaries abroad, so that all his future work would be devoted to arranging matters here. He is determined to make up a good party in numbers as well as in quality. We therefore advise all wheelmen who would like to join such an expedition to make up their minds now to do so, and husband their resources to that end.



As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance.....\$2.00
Six months ".....1.00
Three months "......60

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Sam'l T. Clark & Co., 105 South St., Baltimore.
Arthur G. Carter, 4 E. 59th St., New York.
The Cunningham Co., 791 5th Ave., New York.

WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. PUBLISHERS.

• To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 11 AUGUST, 1882.

THE BICYCLE MONOPOLY.

WE have frequently referred to the combination of unjust monopoly and exorbitant tariff which enables one concern to control bicycling in this country, and by which the manufacturer is rapidly enriching himself at the expense of general bicycling interests; and last week we again called the attention of the executive board of the League of American Wheelmen to the question of duty on imported machines, and the necessity of some action being taken during the present sitting of the tariff commission to induce that board to recommend either entire removal or a material reduction of this 35 per cent. Whatever has been the value of the combination of patents claimed by the American manufacturer, it has been supposed that he has at least

reaped a handsome profit in the royalties collected on imports, to say nothing of about 100 per cent. on the goods manufactured here. But it would seem this is a mistake. The Bicycle Manufacturer of America is not satisfied with his little \$10 bill and his Dutchman's 1 per cent. on every machine used here. We find that the "present protective tariff gives the English manufacturer undue advantage over him"! The following item in a Boston daily paper is what has enlightened us: —

"Mr. A. A. Pope of this city, president of the Pope Manufacturing Company, made a statement to the tariff commission Saturday, in which he complained that the present tariff discriminated against his business in that it imposed a duty of 45 per cent on steel and only 35 per cent upon bicycles. In order to obtain foreign trade he would have the duty removed from steel. As it is, his company has an annual home trade of half a million, when if it could take advantage of the market it could have a trade ten times as large."

This looks like an attempt to add to the load of an already overloaded camel. It is perhaps fortunate that Mr. Pope's eloquence can have but little weight with the tariff commission at Long Branch, yet it shows that he intends to leave no stone unturned which will enable him to decide who and how many shall purchase bicycles in this country, and what machine they shall use. The owner of the Patent Combination has hitherto seemed content with large margins of profit on goods sold and his little royalty, and whatever points he has sprung on the public, he has done it so quietly that it has passed unnoticed by many; but this attempt, to increase the cost of both imported and domestic bicycles (for the price of American machines will be advanced in proportion to the increased tariff on imported wheels) is made so openly and in such plaintive tones that it is likely to attract considerable attention from the bicycling public. To be sure, according to the wording of the item quoted, Col. Pope asks for merely a reduction of the tariff on steel; but who supposes the comparatively small amount of steel he uses in the construction of bicycles is of sufficient account to warrant a reduction of the impost to meet his case? The aim is not to bring the duty on steel down to thirty-five per cent., but to increase that on bicycles to forty-five per cent., and so force first-class English machines out of the market

entirely. American bicycles are yet in the experimental stage of construction; while the English manufacturers are producing almost perfected results. Novices will be satisfied with the former and, not appreciating the difference, will continue to pay first-class prices for second-class wheels; but the great bulk of riders now have passed the novitiate stage of bicycling, and demand the best machines at a fair price, — a demand the American manufacturers cannot at present meet at any price. It makes one smile to read the implication in the paragraph quoted, to the effect that by removing the duty on steel, the monopoly could put its machines in successful competition with the English makes in their own market, where the same quality may be bought in abundance at less than half the price charged for American machines here.

There appears no likelihood of the League immediately moving in the matter ("large bodies move slowly"), so we shall prepare a circular petition to the commission for a removal or reduction of the present tariff of thirty-five per cent, and send a copy to each club in the country for signatures; and we think Col. Pope will be surprised at the attention his modest request receives, while if the tariff commission will take the pains to look over the names attached to the petition, they will undoubtedly find there the expression of the great majority of the bicycling public of the country.

THREE hundred and sixty-one ballots out of a membership of twenty-five hundred! That is the total vote of the League, after ample notice and the sending of a voting blank to each individual member. Of these, Massachusetts cast 136, Ohio cast 43, New York cast 37, Connecticut cast 25, Maryland cast 21, New Hampshire cast 14, Pennsylvania cast 13, Province of Quebec, Michigan, and Wisconsin 9 each, Vermont 8, New Jersey 7, Iowa and Nebraska 6 each, Missouri 5, Illinois and Maine 3 each, California, District of Columbia, Indiana, Maritime Provinces, Minnesota, and Rhode Island, 2 each, and Province of Ontario and England, 1 each. *What a live organization!*

WE have an open sample of the excellent little McDonnell cyclometer (sold by Fairfield & Co. of Chicago), now at our office, by which any persons who will take the trouble to call may inspect the works and thoroughly understand the working of the instrument. We have used one on our wheel since 1 June, and although never but once testing it with another make (on which occasion the two varied on different machines less than a

quarter-mile in eighteen), but we have found it generally agree with superficial distances given between localities. We believe the cyclometer to be perfectly reliable if properly put together; and although we have heard complaints occasionally, we have generally learned that trouble was caused by imperfect setting in the case. The makers always promptly exchange these, and a second instrument has seldom if ever failed to satisfy the user.

THERE is a dispute now going on between Fred. Westbrook of Brantford, Ont., Perry Doolittle of Aylmer, Ont., and J. G. Hay of Woodstock, Ont., about the bicycling championship of Canada. We believe the last regular championship contest in Canada was held in connection with the annual races of the Montreal Bicycle Club on the Montreal Lacrosse Grounds, 21 September last. On that occasion, Mr. Hay won first and third of three heats for the one-mile championship of Canada, as announced on the programme, in 3m. 49s. and 3m. 48s., respectively, the second heat being won by J. Moodie, Jr., of Hamilton, in 3m. 53s. We believe these races were regularly conducted, and if so, Mr. Hay is still the champion of Canada, irrespective of his having been beaten in non-championship races since. The Montreal Bicycle Club was affiliated with the Montreal Athletic Association and the L. A. W., and in the absence of other authority was perfectly competent to establish a championship.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON RAMBLERS.—Pursuant to an invitation given by Mr. C. S. Howard, a number of bicyclers met at his house Monday evening, 31 July, and formed an organization to be known as the "Boston Ramblers." A constitution, compiled by Messrs. Howard, Butterfield, and Cutter, together with an original whistle code, was adopted. Officers were elected as follows: President, S. S. McClure; secretary (also treasurer), A. H. Forbush; captain, C. S. Howard; first lieutenant, R. F. Stahl; second lieutenant, C. B. Butterfield; bugler, A. B. Cutter. We found it very hard to decide upon the color of our club uniform, as the three leading colors—gray, blue, and green—are already in use by the different Boston clubs, and we wished a different color; but finally decided upon a dark-green English serge, with stockings and cap to match. A committee was appointed to bring forward designs for a club badge at the next meeting. After adjournment, our captain invited us to partake of refreshments in the form of ices, cake, etc. The club is composed of fourteen of the most active and enter-

prising bicyclers in the city, with prospects of a large increase in the near future. More than half the club are already uniformed, and most of the others have ordered.

A. H. FORBUSH, Sec'y,
35 Batterymarch street, Boston, Mass.

DETROIT BI. CLUB.—The semi-annual election of officers of the Detroit Bicycle Club was held Tuesday evening, 1 August, resulting as follows: President, L. J. Bates; vice-president and captain, A. C. Varney; lieutenant, E. D. Hutton; secretary and treasurer, W. H. Elmer. The club is growing in numbers and interest. Meets for weekly runs Wednesdays. D. N.

RACES

Coming Events.

28 and 29 August. Columbus, Ohio, League of Ohio Wheelmen annual parade and races. Entrance free; entries close twenty-four hours before races, to C. J. Krag, secretary, Columbus, Ohio. Competitions open to members of the L. O. W. only. Races run under L. A. W. rules.

2 September. Montreal. Annual races of the Montreal Bicycle Club. Open to amateurs only, and unattached riders must furnish credentials. Entries (50 cents) close 30 August, to Secretary Montreal Bi. Club, Box 1,733, Montreal, Can.

5 September. Worcester, Mass., New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Æolus Wheel Club. Entries to be made before 4 September, to E. F. Tolman, secretary, 195 Front street.

6 September. Buffalo Bicycle Club tournament. Address Chas. K. Alley, corresponding secretary, corner Perry and Mississippi streets.

9 September. New York. Fifty-mile bicycle race at the Polo grounds under the auspices of the Manhattan Athletic Club, to start at 3:30 P. M. Three prizes, gold medal each. Entries, \$1.00, close 14 September, to F. J. Graham, secretary.

20 September. Springfield, Mass. Bicycle tournament under the auspices of the Springfield Bicycle Club. C. K. Ferry, secretary.

26 October. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

OAKLAND, CAL., 22 JULY.—At the races under the auspices of the Olympic Athletic Club, 22 July, held on their grounds, the following bicycling events came off: The first race was a mile bicycle handicap with the following entries: J. C. Quinn, scratch; J. H. Spring, 40 yards; C. Burkhalter, 70 yards; W. H. Lowden, 82 yards. Lowden cut out the pace and won after a hard race, beating Burkhalter by a few feet with Spring a good third. Time, 3:17½. The next event was an 880-yard bicycle handicap. The starters were: C. L. Leonard, scratch; J. H. Spring, scratch; R. F. Verrinder, 40 yards. Leonard closed up rapidly on Verrinder, and lapped him on the second round. The pair rode easily, side by side, for half a lap, when Spring came up with a rush and caught Leonard napping. Leonard tried hard to make up the distance he had lost, but failed, and Spring won by several yards; Leonard second. Time, 1:37. In the two-mile handicap bicycle race, the starters were: H. C. Finkler, scratch; G. L. King, 180 yards; C. Burkhalter and W. H. Lowden, 310 yards. This race was the reverse of interesting. Finkler, the

scratch man, evidently thought he had no chance to win, and did not half try after the first mile. Burkhalter won easily by several yards, with King and Lowden a dead heat for second place; time, 6:42. Officers: Referee, A. S. Barney; judges, C. S. Neal, William C. Gibbs; starter, Louis McLane, Jr.; time-keepers, W. R. Melville, P. McIntyre, Dwight Germain; clerk of course, R. T. Stombs.

THE Salt Lake Bicycle Club held races 24 July, William Jennings winning a one-mile and ten-mile race in 3m. 20s. and 40m., respectively. The prizes were gold and silver medals to first and second.

PRINCE promptly responds to Mlle. Armaindo's challenge, offering to ride fifty miles against Mlle. Armaindo, Miss Von Blumen, T. W. Eck, and W. J. Morgan, allowing them to relieve each other every five miles; the stakes to be not less than \$100, the race to take place on any fair track in America, and within two weeks after signing the articles.

JULY 22, the Montreal Bicycle Club rode a ten-mile handicap road race. from that city to Lachine; G. W. Smith, scratch, winning in 52m.

THE Boston Bicycle Club has conditionally accepted the challenge from the Massachusetts Club to a ten-mile race, but at last advices the latter club had not acceded to the conditions. The Bostons' mile handicap for the club cup is to be run during the present month. At the last meeting of the club it was voted to establish Cobb's Tavern at South Canton as the headquarters of the club for the southern suburbs.

THERE are to be bicycle races tomorrow on the fair grounds at Ovid, Mich., under the auspices of the Ovid Bicycle Club, to comprise a five-mile dash, a one-mile heat best two in three, a half-mile dash, 100-yard slow race, one-leg race, and fancy riding. Prizes to the value of \$150 will be awarded.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

San Francisco.

Editor Bicycling World:—For the purpose of having our brother wheelmen know how the lively portion of the Pacific are progressing, we embrace the opportunity, during a foggy and windy day, of sending you a few notes: On Thursday evening last the regular monthly meeting of the San Francisco Bicycle Club was held at the Windsor House, Mr. Columbus Waterhouse presiding, and a large concourse of members present. The honorary treasurer, Mr. George J. Hobe, read his report, showing the club to be in a healthy financial

condition. Messrs. E. Schwerin and W. H. Fisher were elected active members. A number of names were read and handed to the committee on membership, to be reported upon at the next meeting, 10 August. Thus we will have, should a favorable report be made by the committee, the largest club on the coast; it at present numbering nearly forty, all of whom with the exception of one possess machines, and ranging in years from twenty to fifty-six, — except Master Varrinder, who is but fifteen. A resolution to the effect that none of the members will be permitted to participate in any of the club runs after the 1st of October next unless they appear in full uniform — which consists of dark-brown parole jacket, knee-breeches and stockings being optional, (?) and black cap with visor, or straw hat, should the weather require the same — was adopted. Mr. H. R. Judah, assistant passenger and ticket agent of the Southern Pacific Railroad Company, having distinguished himself in the encouragement of bicycling, was unanimously elected an honorary member, thus making the third on that roll, the other two being his Excellency the Governor, and Ex-Capt. Geo. H. Strong, both of whom were among the founders of the club, but are at present non-residents of this city.... Mr. H. C. Eggers, also one of our ex-captains, who has but lately recovered from a severe attack of erysipelas, will pass a few weeks in Fresno (a city located in the southern part of the State), for the purpose of recuperating his health and attending to the vast interests of the firm of which he a member. After perusing the many works on training which are in the market, a couple of enthusiastic wheelmen were not satisfied without seeing Cortis's of which a leading daily paper here says, very truly, that "Mr. Herbert L. Cortis, amateur champion of the world for all distances, recently wrote a book on training for amateur athletes, with special regard to bicyclers. The work embodies the usual matter found in books of its class, only in a slightly condensed form, in this instance the most notable feature being the amount of precaution taken by the author in avoiding to mention any of the 'tips' which the wheel world so naturally expected from one, as his wonderful performances have shown, so thoroughly experienced." To-morrow afternoon promises to be a gala day for cyclists here. The Pacific Wheelmen's Association, in conjunction with the Olympic Athletic Club, will have at their new grounds (a five-lap clay track) three handicap races, as follows: A mile, a half-mile, and a two-mile race. The handicapping appears to be quite satisfactory to all concerned, and in the last event it is somewhat of an experiment, as none of the contestants have a record for that distance; but it is safe to say that should the person who is placed at scratch win, he being handicapped by two with three hundred and ten yards each, by one, one

hundred and eighty, and by another, one hundred and forty, he would not only greatly satisfy the handicappers (who are much too many) but greatly surprise himself. As regards the other events, some interesting racing should come of them, as the participants are handicapped to a nicety. ... Scarcity of cash in the city treasury has caused the former board of park commissioners to become somewhat bilious, their resignations following, and their attachees also. This has given the governor — who is a bicyclist, "or used to *was*" — the opportunity of appointing an entire new commission, which meets with the approval of all local cyclists and their friends. Numerous wheelmen who reside at a great distance from the park have placed their machines at the "Park Inn," which is about three hundred yards from the park; the compensation which the inn-keeper receives is the profit made on the mineral water drank there, — thirsty cyclists in this glorious climate drink nothing else. (?) It is also very convenient for the wet season, as the park is the only place fit to ride in in winter.

... Last year one of the fair associations announced in their "big posters" that there would be a great bicycle tournament and a series of races; they did not consult bicyclers, as they labored under the impression that by offering large purses everything was complete, but to their disappointment not one bicyclist put in an appearance. Squealing from the judges' stand did not satisfy them, but more had to be done, through different journals; other associations consulted the convenience of wheelmen, advertised the events as for amateurs, under the jurisdiction of the "4 A's," and for prizes in place of b(o)u(i)ll-i-on (in one instance some fellows got soup). These and other actions have caused amateur bicyclers in this district to become entirely independent of all fair associations throughout the State, their experience with them last year having been partly the means of a track being built for their special sport. The action of the president, Mr. Geo. H. Strong of the Pacific Wheelmen's Association, — an organization for the purpose of placing the sport with all its attractive features before all its numerous friends and the public, — in informing managers of these fairs that no amateur bicyclist will participate in any of their advertised races, has met with the hearty approval of all, particularly those who did the wheeling for those associations for glory and for medals heretofore.... As the fog has disappeared, and the wind abated, also my wheel awaiting oiling for the race of to-morrow, — from which I would gladly be excused, — without boring you further, I take the liberty of subscribing myself

SCRATCH MAN.

SAN FRANCISCO, CAL., 21 July, 1882.

The "Merrylanders."

Dear World: — In mine nostrils still hangs the delicious fragrance of Trabu-

cos, Reina Victorias, and the golden leaf of fair Virginia's soil, — fit incense to the goddess of the "wheel," though burnt in modest censer of lowly clay, — and in mine ears lingers the rich melody of voices, tenor and bass, mingling with dreamy strains of flute and piano. Anon a peal of laughter, — an interval, — aye, a long interval of applause and bravas, — the clink of something not metallic, — the glint of something not domestic. Wel-l-l-l! and as methinks I see those happy forms homeward turn, and the lights go out in silence, I feel with them a pang of regret that it is all over, and that the musical smoke of the Maryland Bicycle Club — the first held in the United States — is a thing of the past. You were not there. No: I missed your genial face, dear WORLD, — happiness is not unalloyed, else all our bicycling friends had been there to partake of our modest hospitality. We should have found room for you all, in our hearts at least, though our rooms were filled that pleasant evening: some examining with earnest interest and admiration the bright array of nickelled Challenges, Harvards, Clubs, and the latest aspirant to favor, the "American Sanspareil" (candidate no longer, since it has been given the foremost rank in popular favor); others strolling through the spacious parlors, reception rooms, wardrobe, and bath-rooms of our model club-house, until the opening number was announced, and the Vesper Quartet, Messrs. Trego, Hayden, Price, and Worden, rendered "Banish, O Maiden," as only they can sing it. Had you been in some of the *salons* of Paris last winter, you would have heard that popular monologue "The Hat." Had you been with us, however, Saturday night, you would have heard it spoken in a manner that it were vain for any living Frenchman to attempt to imitate, by Mr. Clymer Whyte, whose every expression revealed its hidden meaning and charms. Whilst yet the sturdy encore aroused the echoes of North avenue, the deep bass of Mr. Doherty's wondrous voice told of the happy life of that jolly old soul, "The Friar"; and so well he told and laughed and sung it, that every one wished himself a monk in cowl and gown as he cried "Encore!" Mr. Doherty, however, was inexorable; and filling his pipe, he with the others joined in popular admiration of "The Two Roses," presented by the Vesper Quartet. "Well done!" cried one and all, and Capt. Trego felt proud indeed as he conducted Senor Carlo Sanchez to the piano. What is sweeter than a pure tenor voice? You remember Mario in his palmy days? Ah! well then, — you should now hear Sanchez. Of course he had to repeat his charming Italian selection. 'T was then our captain arose, and sang a solo of one line, — yet oh, the feeling therein contained! It ran thus: "Gentlemen, will you now walk up-stairs for a few minutes?" In chorus and duo we drank the glorious punch our janitor and his aids had brewed, and our friends re-

peatedly wished long life to the Maryland Bicycle Club in a choice old vintage. Quips and quirks and joke and story added a finer flavor to old English cheese and water crackers, until a shout of laughter from below told those who "stayed yet awhile" that inimitable Ned Macy was singing and acting a comic song. "Oh, we've lots of fun," came Ned's voice up the stairs, and we "stood not upon the order of our going" in joining the company below, just in time to add our mite to the well-merited applause, and beg for a repetition, which was graciously granted. Just here Mr. Shryock was to have given some feats of legerdemain, of which occult science he is an able exponent; but much to the regret of all, he could not appear. There is a future, however, and at the next musicale — but that was confidential.

Every one knows how brave a heart is required to be a "voluntary"; therefore, aside from the merit of his music, was it any wonder that Mr. Bruce's flute solo was applauded to the echo? He nobly supplied Mr. Shryock's absence. Finelli — bless his heart — said, "A banquet should be so served that each succeeding course shall have to the eater as fine a zest as the one preceding it." It seemed that our committee must have been musical disciples of that fine old epicure, when they asked Mr. Watts to sing the last solo of the evening. His effort was famous; and when he had finished "Let all obey," every voice cried "Again! again! again!" and would not be satisfied until his fine baritone filled the room, and stirred the souls of the assemblage.

The end drew near. That sweetest of songs, "How can I leave Thee?" by the Vespers, was a quiet reminder that no one seemed anxious to take. And then another glass, — lingering and reluctant farewells, — a thousand good wishes, — warm pressures of honest palms, and — our guests were gone. It was a grand success, you say. Aye, more than that, it was a conquest. But I tire you. Good by, — come down and see us. We live at 10 North avenue; the latch hangs on the outside, and over it the legend, "All care abandon, he who enters here."

Fraternally yours,

E. F. LECATO.

BALTIMORE, Md., 27 July, 1882.

Transportation of Bicycles.

Editor Bicycling World: — It is customary on some roads for the baggage master on the train to make a charge on bicycles transported in his car. This probably lines his own pocket, and does not go the railroad or express company, which is surely entitled to it if any charge be made; for the baggage master as a rule does nothing to earn it, and therefore should receive nothing. Holding the above opinion, and being desirous of knowing the proper course to take in the matter of transportation of my wheel to Washington with me, I saw the general baggage agent of the Penn-

sylvania Railroad. He said that the company had not yet made any definite rule in regard to the transportation of bicycles, but that I should see the baggage master at point of departure (who would make only a nominal charge, if any), and if he passed it, the baggage master on train had no right to question it or make any charge.

Result was that on leaving for Washington with a friend, Mr. Reynolds (baggage master at Philadelphia) had both machines tagged for Washington, and said there would be no charge. I had also the same experience on the return trip. E. P.

PHILADELPHIA, 1 August, 1882.

Washington Notes.

The first regular marine velocipede race, so far as known, took place here 29 July, as a part of the regular regatta of the Columbia Boat Club. The contestants were Messrs. H. M. Schooley and Warren Seely, both of the Capital Bicycle Club, and well-known riders. Both had practised assiduously for some time, on the standard floats; but not finding power enough in the ordinary propeller, had almost at the last minute substituted racing propellers of greatly increased pitch. The course was straight and a trifle over half a mile, and the finish was opposite the Columbia boat house, being a portion of the track on which Hanlan and Courtney rowed their celebrated race in 1879. Crowds of people occupied the wharves and vessels along shore, while the balconies of the Columbia boat house were filled with eager and enthusiastic ladies. An eight-oared barge of the Columbia Club accompanied the racers. A good start was made, Seely having slightly the best of it at first. Half-way down the course, however, Schooley drew up alongside, and the finish was one continued spurt, with the boats not twenty feet apart, and the bows almost in line. Seely crossed the line a quarter of a length ahead, amid great excitement. The boats went much faster than was expected, and the eight-oared barge gave its oarsmen considerable exercise to keep on even terms. After the racing the regular hop of the Columbia Boat Club took place, and dancing was continued until a late hour. The enterprise of this, the youngest boating club in Washington, is only exceeded by its hospitality. ... Messrs. Hansmann, Allen, and Seely, and perhaps President Hawley of the Capital Club, have the Shenandoah Valley in view during September. In their proposed tour of three weeks they will cover about five hundred miles, and will "take in" the Luray Caves and the Natural Bridge. Several Expert Columbia machines have made their appearance here. They are undoubtedly good, stiff roadsters; but their clumsy outline, ponderous forks, big back wheel, and great weight prevent them from becoming favorites in a city where light and elegant high-class machines are the rule.

A "54" of this make weighed fifty-two pounds, *with* saddle and pedals. I notice they are catalogued as "weight — *without* saddle or pedals"; as though a bicycle were a bicycle without those very essential parts. The manufacturer could have made a still further reduction in weight (on paper), by announcing "weight — without backbone, saddle, or pedals"; since the rider under these circumstances would have just as effective a machine as under the former conditions. On Monday, the 31st July, that patriarchal institution, the Capital Bicycle Club, was three years and six months old; and by the way, the WORLD will confer a favor by publishing the names of the clubs formed before ours, that are new in active existence. So far as we know, they are the Boston, Suffolk, San Francisco, and Montreal. Is the second of these still alive? (We believe not. — ED. WORLD.) ... Readers of the *Cyclist* were probably amused by the account given in a recent number of that paper by M. Albin, the bicycle champion, of his stay in Washington, headed "What the Americans will swallow." If Albin's skill in riding the bicycle over rough ground equalled his ability to distort facts and convey wrong impressions, his British Challenge would not have received the "nawsty knock" complained of. I wish I could confirm his statement that my club had forty-five members out for an ordinary run; but truth compels me to say that it is seldom, very seldom, that this club collects its entire active membership for that purpose. On this occasion we had ten men, three of whom were unattached, including the great Albin; and so far from concluding our "practice riding" upon his mishap, we went on and enjoyed it immensely, while Albin found that the circus had pressing need of his valuable services. The fact is that he is a clumsy and particularly ungraceful rider, and spreads his knees and elbows in a manner painful to witness. If any one supposed that he rode from Philadelphia to Washington in a night, the belief was soon dispelled by the sight of him on his big wheel toiling slowly and painfully up a slight ascent paved with smooth concrete. I am afraid Albin's imported European morals suffered from his hand-shake with Guiteau, or the corrupting influence of an "Hammerican" circus. COLE DAY.

WASHINGTON, D. C., 2 August, 1882.

Transportation.

Editor Bicycling World: — In looking over my WORLD this morning, I saw the article in regard to transportation of wheels. I wish to suggest that if the L. A. W. would send out circular letters, and local clubs write also, some result might be arrived at that would greatly reduce expenses of touring bicyclers. In this part of the country the baggage-men imagine that we are a class of millionaires, and tax us accordingly. I hope

that you will in this, as in all matters of bicycling interest, keep agitating the question until we have orders like those of the Baltimore and Ohio Railroad issued to all other roads. The baggage-man from Dunkirk to Buffalo wanted a dollar for bringing my wheel in; and I was riding on a special ticket which should have carried my wheel free of charge. I settled for a quarter. Hoping that I may see something from the L. A. W. shortly, I remain,

CHAS. K. ALLEY, *Cor. Sec.*

BUFFALO, N. Y., Aug. 5, 1882.

Cleveland Notes.

Editor Bicycling World:—As the time approaches for the second annual meet of Ohio wheelmen at Columbus, that subject has become the principal topic of conversation in Northern Ohio, and active preparations are being made for attending it, by a large number of wheelmen here and in this vicinity. As the principal feature of the meet will be the races, they are the subject of much speculation as to who will be the winners. Among the racing talent of Northern Ohio who are expected to take part in those interesting events, Mr. George Lamkin of Norwalk is a shining light, and is expected by his friends to show up very well. He has been in active training for some time, and has announced his intention of not competing in any of the events unless he has been able in practice to do a mile in three minutes or better. Mr. Asa Dolph, of New London, is also training for the Columbus events, and rumor says that he is a dark horse. Mr. Wetmore, of Cuyahoga Falls, is the champion fancy rider of this section, and should have a good show for the prize for that. He will also enter for the races, and if good wind and grit have anything to do with them, should be well up at the finish. Mr. George Collister will represent the Cleve-lands at Columbus, and if he can get in as good form as he was for the club races, will prove a dangerous man.... The subject of club headquarters, which we have been agitating now for nearly a year, is not yet disposed of, and probably will not be for some time to come, as we find it very difficult to find the proper place.... I think "Vedette's" remarks in the *WORLD* of 21 July in regard to the L. A. W. as particularly good, and only wish there were two or three thousand more wheelmen in the same state of mind.... I am very glad you are agitating the subject of cheaper prizes, and think that we will have to come to them sooner or later. The total value of the prizes given at the recent Cleveland Club's races was only \$12 for four events, and the meeting was as much of a success as if \$120 had been given.... Now that the country is being agitated about the tariff question and the tariff commission is at work, why could n't the L. A. W. address a memorial to that body for a reduction of the duty on bicycles? FALSTAFF.

CLEVELAND, 5 August, 1882.

Chicago.

THE regular Saturday afternoon runs of the Chicago Bicycle Club are getting to be features of the week. Promptly at five o'clock for the past two months the club have started from Lake Park. A course being mapped out to some park in the extreme limit of one of the city divisions, and the route having been published in the morning papers, wheelmen are picked up along the line until the average number at the finish has been fifteen. After a supper, boating trips on the park lakes are planned, and the return is then made in time to attend some place of amusement, in uniform. Now that every restriction is removed from the bicycle as regards its use in parks and on boulevards, our old wheelmen are surprised at the fine facilities we have for the enjoyment of the wheel. It is the long distance one can go without meeting with poor wheeling that charms the bicyclist. The last Saturday afternoon tour of the Chicago Bicycle Club rolled up a record of thirty miles, all made on the boulevards encircling the city. Beginning with the League Meet, the knee-breeches have been such a common spectacle on the street that they are no longer a special object of remark. A club man used to feel embarrassed if perchance he should be caught away from his wheel dressed up in uniform; but he feels so no longer. The only thing that makes our uniform conspicuous now is its color,—dark gray. Some of our club men are talking of change,—the quiet and dressy dark blue, green, or even black being considered as the coming color. The uniform of the Chicago Bicycle Club is now dark gray cassimere jacket and knee-breeches, with fine black cotton hose and white flannel shirt. Since abolishing the gray stockings our make-up is neater, and for riding purposes the fine hose is much better, the coarse woollen stockings having a tendency to blister the feet. Perhaps the black hose will not wear so well as the woollen stockings, but they cost only half as much,—fifty cents. ... Some bicyclers, especially those very closely fitted, tread their shoes out of shape riding the machine. It is quite common to break the soles just under the ball of the foot, and where there is a steel-shanked instep it is apt to be driven through the sole. A fine calf pointed-toe snug-fitting low shoe is not all improved by riding the bicycle, and with the majority of riders is driven all out of shape in a month. A very neat canvas rubber-soled shoe, costing \$3.50, is certainly better for riding; and, for the purpose, will wear a season. Most of these shoes on the market are trimmed up with light-colored leather, which makes them very prominent. Any shoemaker has a preparation for blacking this very nicely, at a cost of twenty-five cents.... This wet season our bicyclers with bright spokes are being troubled with rust. A trip on the Lincoln Park drive, along the lake shore, will frequently result in rusted spokes.

Many of our wheelmen are using a fine steel varnish that entirely prevents this. If laid on skilfully it does not take away the brightness of the steel, and entirely prevents rusting.... Chicago has added another invention to her already long list. Our bicycle manufacturer has got up a cement that can be used cold. But the days of the V-shaped tire are getting to be few, and perhaps this cement will not be as serviceable as it might have been had it appeared four years ago. A flat spoke is another one of our inventions. Take an ordinary No. 12 spoke and file it down thin, leaving a butt at both ends for felloe and flange, and you have it. Patented of course. Our manufacturer has got up a new head adjustment for Stanley heads, by which the centre can be prolonged indefinitely. The upper part of the head is split, and a bolt run through transversely, this being the adjustment, pinching the spindle sideways, allowing the same to run up through the head.... A flange of peculiarly elegant design, bearing and axle of time-tried excellence, is one of our standard attractions for those who are unfortunate enough to possess Æolus bearings and the old-style weak Premier flange and axle, that are continually collapsing and bending.... The Expert is establishing itself as a favorite in Chicago, although it is really too heavy for fine, skilful use. It is undoubtedly as strong as a bicycle can be; but in getting this strength, lightness is sacrificed. It is a machine that one can bang about. Its big back wheel and dwindling backbone destroy what might be a very graceful shape. But this is a matter of taste, however.... There is no question that for hard pavement riding a small back wheel is the best, being steadier, lighter, and more readily assimilating with the movement of the front wheel, producing that oneness of motion so essential to easy handling. The big back wheel is unsteady because its bearing is higher from the ground, giving more purchase for ground resistance to shake the perch, and more particularly the head, tending to loosening of the adjustment. It being larger and heavier, with more bearing surface on the ground, it acts more as a drag. In rough riding these qualities are very apparent. It may be that in very dusty and sandy riding the 18-inch wheel may be superior; but for city riding the 17-inch size, we think, has the preference. The majority of riders in the country agree to this; and a glance through *Whirling Wheels*, where the preferences of the prominent wheelmen of this country are expressed, shows this to be so. There is hardly a Chicago man but objects to the big back wheel for the above reasons if he be a skilful rider, and on the score of looks if he be a novice. Two brothers of equal build bought machines recently,—one with an 18-inch back wheel, and the other with a 17-inch trailer, both 54s. In a week they remarked the difference, new as they were in the art of wheelmanship;

the possessor of the small back wheeled machine claiming he did not fall off half as much as his brother, and that he always rode through places where his brother had to walk, while the man who owned the bicycle with the big back wheel said he could do as well as his brother when he rode his brother's machine. They ascribed the difference to the back wheel, both being mechanical experts. From this example it would seem that the smaller wheeled machines were easier for beginners as well as more desirable for fine road riding.

STENO.

Transportation Charges.

Editor Bicycling World:—I have been much interested in recent communications to the WORLD concerning transportation charges, and will give you a little of my experience in this direction. Having been invited by my friend L—, of Newport, R. I., to spend a few days with him, and to bring my machine along, I was under the necessity of patronizing the Old Colony Railroad. I had arranged with L— to meet him at Fall River and ride the eighteen miles to Newport. On arrival at the station in Boston. I was informed that it would cost me fifty cents to take my wheel to Fall River, "even though I went with it, and took all care of it." Of course I paid, but inwardly protested. I will not attempt in this to enlarge upon the fine roads of Newport, and the pleasant week I passed at that "City-by-the-Sea." On my return, I was informed that the charge for taking my wheel to Boston would be seventy-five cents. I outwardly protested this time, and called the official's attention to the fact that I had paid but fifty cents to Fall River. All the satisfaction I got was, that "those were his orders." Of course I paid again, but with the feeling that I was being swindled, as I had now paid \$1.25 for transporting my wheel, while single fare to Newport and return is but \$2.50. Business prevented me from investigating the affair until two weeks afterward, when I was informed by the Boston officials that the charges for transporting bicycles were fifty cents, seventy-five cents, and \$1.00, the two latter rates being for "the Cape" and New York respectively. I related my experience, and was told that fifty cents to Fall River was right. "But how about seventy-five cents from Newport?"—"Well, that should have been sixty cents, but we never make odd change." Now, Mr. Editor, what has caused such prejudice against the wheel that, to sum up my experience on this trip: first, it should pay a rate far in excess of ordinary baggage; second, that in arranging charges for different stations it should not be entitled to "odd change," if such occur; and third, that it, and by implication its rider, should be cursed at, and the latter treated by baggage-men on all trains as though an interloper and public nuisance, and this without the slight-

est provocation or ungentlemanly conduct on the part of the rider? I think that some action should be taken to induce the railroads to fix a schedule of prices, which shall not be at the present excessive rate, and can only hope that as the wheel becomes better known, the prejudice now existing will disappear, and better treatment result to both bicycles and riders.

MIDDLESEX.

CURRENTE CALAMO

THE New York *Sunday Courier* has commenced to publish a complete current athletic and sporting department, which is under the immediate charge of Mr. William McEwen.

THE League of Essex County Wheelmen are projecting a meeting in Ipswich at an early day, to include a dinner at the Agawam House, and an afternoon excursion down the river.

FOUR bicyclers visiting Hampton Beach, N. H., last Saturday night, speak in high terms of excellent treatment and attention received at the Hampton Beach Hotel, and recommend wheelmen riding there to put up at that house.

IT was through official effort of the Capital Bicycle Club of Washington that the liberal order relating to bicycle transportation (published by us last week) over the Baltimore and Ohio Railroad was obtained. They expect similar action will soon be taken by the Pennsylvania Railroad Company.

THE *Bohemian* says: "The members of the Buckeye Club gave a supper on Monday evening in honor of T. C. Orndorff, who leaves for Massachusetts, his future residence. The club loses a very valuable man by his departure." But Massachusetts gains him, and we hope his location will be in this vicinity.

WHEN the Union Athletic Association took a lease of Beacon Park, the bicycle clubs of this city contributed about five hundred dollars for the construction of the bicycle track. Since the park was abandoned by the association, the track has been allowed to get out of repair so that it is now practically useless. The present lessee, Mr. J. H. Trout, has made the liberal offer of the free use of the track and waived all rights to gate money, to the bicycle clubs of Boston if they will put the track in repair and use it for racing events. The offer will without doubt be accepted.—*Boston Courier*.

IN the Germantown (Philadelphia) *Telegraph's* city letter of 2 August appears the following paragraph: "The proposition to make the bicycle tournament one of the leading features of the bicentennial anniversary celebration has been responded to with so much enthusiasm that it now appears quite probable that four hundred bicycle riders—or wheelmen, as they call themselves in Philadelphia—are fully expected to participate on that occasion. This fact

fairly illustrates the extraordinary impetus acquired by this particular exercise in this city since the park commission first had the courage to throw open Fairmount Park to the free exercise of bicycle riding, despite the objection made to such a course by the riders and drivers of horses."

THE Boston *Courier* was dissatisfied with our table of comparative weights of machines given last week, and wants to know "whether the heavier machines were painted or not; whether bags and tools were included in the weight; whether the cyclometer was left off; and whether they had rubber or rat-trap pedals. As a painted machine, with bag, tools, cyclometer, and rubber pedals would weigh several pounds more than a full nickel-plated machine without the appurtenances mentioned, it is important, in making an exact and valuable comparison of weights, that these facts should be stated." Knowing in whose interest the question is asked, we would suggest that the *Courier* should have let well enough alone. We do not now recollect how many of the machines were painted, and how many nickelled. The Yale Roadster was, we think, the only machine entirely painted, spokes and hub, but several were partly painted and partly nickelled. Nearly all of them had the usual tool bag and furnishings. The Harvard and Expert were similarly equipped in respect to pedals and tool bags; but while the former carried a heavy Pope cyclometer, the Expert carried a small 2 1-2 ounce McDonnell. (These facts the compilers stated, but the editor, whose machine the Expert was, suppressed them in its interest.) The latter machine was also furnished with a long-distance saddle, much lighter than the suspension pattern used on the Harvard.

THE new Hub Lamp, advertised on page 482, is the invention of Capt. Miller of the Chicago Bicycle Club, and is the one so highly spoken of by "Steno" last winter.

The Rider and the Wheel.

Oh! the day was as cold as an Antarctic icicle,
As over the roadway so gaily there sped
A slender young man on a slenderer bicycle,
With a little blue cap on his little red head.

Like Fate rushing on to peer into futurity,
Past hospitals, bar-rooms, and drug stores he fled,
And he sat up aloft in most charming security
(With a little blue cap on his little red head).

A stone in the concrete upraised itself smilingly
From its comfortless, slatless and mattressless bed,
And it gazed on the bicycle rider beguilingly
(On his little blue cap on his little red head).

— O! *****
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They picked up the leavings once fashioned so slenderly;
They pasted on plaster wherever he bled;
Then, into a pharmacy, carried him tenderly,
With seventeen cuts on his little red head.

Be it warm as a furnace or cold as an icicle,
He walks on the bricks with lugubrious tread;
And you nevermore see him astride of a bicycle
With a little blue cap on his little red head.

— The Oarsman.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

HAMILTON BI. CLUB — New: W. L. Smart, J. Moody, Jr., A. A. McLean, A. T. Duncan (secretary), A. Pringle, S. Livingston, J. H. Eager, H. Fearman, C. Fearman, J. Ferres, G. Davey, R. Somerville, M. McCollough, F. Watkins, A. Renney, W. Moody, — all of Hamilton, Ont.

BOSTON RAMBLERS, OF BOSTON, MASS. — New: C. S. Howard, care of Pope Manufacturing Company; R. F. Stahl, 37 Essex street; A. B. Cutter, 182 State street; C. B. Butterfield, 37 Commercial street; S. S. McClure, 597 Washington street; G. T. Gray, care of Pope Manufacturing Company; W. S. Locke, 30 Kilby street; W. C. Stahl, 37 Essex street; E. E. Merrill, 353 Washington street; C. O. Schuchman, care of Forbes Lithographic Company; J. S. Phillips, 597 Washington street; J. F. McClure, 597 Washington street; H. A. Edgerly, 17 Friend street, Cambridge, Mass.; A. H. Forbush (already member of L. A. W.), 35 Batterymarch street.

UNATTACHED. — G. H. Rutter, 6 Lord street, Liverpool, Eng.; Harry H. Brown, Wappinger's Falls, N. Y.; Albert F. Gould, 23 Webster street, Worcester, Mass.

CORRECTIONS. — "Heory Gallin, Jr.," published in Albany list, 28 July, should be Henry Gallien, Jr. In unattached of same date, "J. Shipherd Pierpont" of New Haven should be J. Shepherd Pierpont. In list of 21 July, "Dr. E. D. Day" of Lancaster, Pa., should be Dr. E. P. Fay. In Montreal list of 28 July, "John Law" should be John Low, and "John Cassilo" should be John Cassils.

The Elections.

Vote by States for Chief Consuls and Representatives of the League of American Wheelmen.

CALIFORNIA. Total ballots.....	2
For Chief Consul.....	
* Geo. H. Strong, San Francisco.....	2
For Representative.....	
Geo. H. Strong, San Francisco.....	1
Columbus Waterhouse, San Francisco.....	1
CONNECTICUT. Total ballots.....	25
For Chief Consul.....	
T. B. Beach, Hartford.....	1
* S. A. Marsden, New Haven.....	24
For Representative.....	
E. Stewart Lannear, Bridgeport.....	1
T. Sedgwick Steele, Hartford.....	1
* Geo. H. Day, Hartford.....	21
T. S. Rust, Meriden.....	1
C. M. Conklin, New Haven.....	1

DISTRICT OF COLUMBIA. Total ballots.....	2
For Chief Consul.....	
Philip T. Dodge, Washington.....	1
Max Hansmann, Washington.....	1
For Representative.....	
Philip T. Dodge, Washington.....	1
C. E. Hawley, Washington.....	1
ILLINOIS. Total ballots.....	3
For Chief Consul.....	
* J. M. Fairfield, Chicago.....	3
For Representative.....	
* "Brown of Chicago Club, Chicago".....	1
F. C. Aldrich, Chicago.....	1
H. G. Rouse, Peoria.....	1
INDIANA. Total ballots.....	2
For Chief Consul.....	
Brandon Lewis, Lafayette.....	1
Harry Bates, Indianapolis.....	1
For Representative.....	
* John O. Perrin, Lafayette.....	2
IOWA. Total ballots.....	6
For Chief Consul.....	
* D. R. Craig, Keokuk.....	6
For Representative.....	
G. Delaplain, Keokuk.....	1
* A. S. Barnes, Marshalltown.....	1
* Henry Huiskamp, Keokuk.....	3
MAINE. Total Ballots.....	3
For Chief Consul.....	
* C. H. Lamson, Portland.....	3
For Representative.....	
Frank W. Woodman, Portland.....	1
* Frank H. Elwell, Portland.....	2
MARITIME PROVINCES. Total ballots.....	2
For Chief Consul.....	
* Clarence H. Dimock, Windsor, N. S.....	1
For Representative.....	
* J. Fred. Carver, Windsor, N. S.....	1
MARYLAND. Total ballots.....	21
For Chief Consul.....	
* Clymer Whyte, Baltimore.....	11
S. T. Clark, Baltimore.....	8
Ernest M. Price, Baltimore.....	1
For Representative.....	
* Samuel H. Shriver, Baltimore.....	12
Albert Trego, Baltimore.....	8
E. F. LeCato, Baltimore.....	1
Thirty-one names not appearing on membership list of League were rejected.	
MICHIGAN. Total ballots.....	9
For Chief Consul.....	
Frank H. Escot, Grand Rapids.....	1
President Bates, Detroit.....	2
* Chas. D. Standish, Detroit.....	6
For Representative.....	
L. J. Bates, Detroit.....	1
Frank H. Escot, Grand Rapids.....	2
* Geo. K. Root, Detroit.....	6
One duplicate vote rejected.	
MINNESOTA. Total ballots.....	2
For Chief Consul.....	
* C. H. Porter, Winona.....	1
For Representative.....	
* C. N. Chadbourne, Rochester.....	1
MASSACHUSETTS. Total ballots.....	136
For Chief Consul.....	
Frank W. Whiting, Chelsea.....	1
Joseph S. Dean, Boston.....	1
John S. Webber, Jr., Gloucester.....	1
Albert S. Parsons, Cambridge.....	2
E. C. Hodges, Boston.....	62
* Fred. S. Pratt, Worcester.....	68
For Representative.....	
W. S. Slocum, Newtonville.....	1
J. T. Dyer, Boston.....	1
E. W. Pope, Newton.....	1
P. T. Lowell, Boston.....	1
C. A. Pitkin, Braintree.....	1
H. W. Williams, Boston.....	1
F. W. Freeborn, Boston.....	1
C. E. Pratt, Boston.....	1
Alfred Chandler, Brookline.....	1
C. E. Kempton, Boston.....	1
Dr. H. A. Baker, Boston.....	1
W. E. Gilman, Chelsea.....	1
P. L. Aubin, Boston.....	1
F. H. Whiton, Newton.....	1
Francis Cogswell, Lawrence.....	1
A. E. Ducker, Springfield.....	1
C. F. Carpenter, Attleboro.....	1
F. Morris, Newton.....	1
E. T. Ide, Waltham.....	1
J. P. Burbank, Salem.....	1
E. E. Branch, Lawrence.....	1
H. B. Colby, Waltham.....	1
E. F. Tolmao, Worcester.....	1
Henry Parsons, Gloucester.....	1
W. E. Farrington, Lowell.....	2
Louis Harrison, Boston.....	2
W. H. Ames, North Easton.....	2
Wm. Shakespear, Waltham.....	2
W. O. Faulkner, Lynn.....	2
Geo. Pope, Boston.....	3
A. S. Parsons, Cambridge.....	3
F. W. Weston, Boston.....	3

G. H. Hood, Jr., Chelsea.....	4
W. B. Everett, Boston.....	4
E. C. Hodges, Boston.....	4
Geo. Chinn, Marblehead.....	5
Sylvester Baxter, Malden.....	5
W. W. Stall, Brighton.....	5
A. D. Claflin, Newton.....	7
F. W. Whiting, Chelsea.....	7
J. F. Adams, Haverhill.....	7
W. E. Gilman, Chelsea.....	8
F. S. Pratt, Worcester.....	12
Lewis T. Frye, Marlboro.....	16
A. E. Wood, Northboro.....	32
C. K. Ferry, Springfield.....	33
Paul Butler, Lowell.....	36
J. S. Webber, Jr., Gloucester.....	37
J. S. Dean, Boston.....	53
* A. J. Philbrick, Salem.....	76
* C. L. Frye, Marlboro.....	77
* C. W. Foudrinier, Boston.....	77
* Frank S. Winship, Lynn.....	78
* C. P. Shillaber, Boston.....	90
* M. D. Currier, Lawrence.....	108
* F. H. Johnson, Brockton.....	109
* C. L. Clark, Newton.....	113
* F. B. Carpenter, Boston.....	115
* E. K. Hill, Worcester.....	120
Twenty-one votes were rejected by the committee, they appearing to have been signed by the secretary of the club for the members; this being in our opinion not in accordance with the rule of the League.	
Ten more names, signed to one ballot, were thrown out for the same reason. Eight ballots bore names not upon the membership roll of the League.	
Four duplicate votes were found and thrown out.	
MISSOURI. Total ballots.....	5
For Chief Consul.....	
Richard Garvey, St. Louis.....	1
F. M. Gifford, Edina.....	1
* E. M. Senseney, St. Louis.....	3
For Representative.....	
E. H. Gregory, St. Louis.....	1
Arthur Young, St. Louis.....	1
* Richard E. Perry, St. Louis.....	3
NEBRASKA. Total ballots.....	6
For Chief Consul.....	
Geo. Paterson, Omaha.....	1
* John E. Wilbur, Omaha.....	5
For Representative.....	
* G. M. Hitchcock, Omaha.....	6
NEW HAMPSHIRE. Total ballots.....	14
For Chief Consul.....	
* C. A. Hazlett, Portsmouth.....	14
For Representative.....	
* E. M. Gilman, Nashua.....	14
NEW JERSEY. Total ballots.....	7
For Chief Consul.....	
J. W. Gavitt, Plainfield.....	1
G. F. C. Smillie, Plainfield.....	1
* L. H. Johnson, Orange.....	5
For Representative.....	
Dr. Marsden, Red Bank.....	1
Fred. H. Browning, Orange.....	1
L. H. Johnson, Orange.....	1
* C. J. Wood, Hackensack.....	4
NEW YORK. Total ballots.....	37
For Chief Consul.....	
J. O. Munroe, Buffalo.....	1
Randolph Hurry, New York.....	1
E. H. Wales, New York.....	1
Fred. Jenkins, New York.....	1
C. K. Munroe, New York.....	1
Fred. G. Browne, New York.....	1
K. N. Putnam, New York.....	3
Dr. A. G. Coleman, Canandaigua.....	3
* W. F. Gullen, Brooklyn.....	24
For Representative.....	
"Wales of Manhattan Bicycle Club".....	1
"Jewett of Manhattan Bicycle Club".....	1
G. E. Blackham, Dunkirk.....	1
Mr. Gage, Saratoga Springs.....	1
M. A. Graves, Watertown.....	1
W. J. Walters, Utica.....	1
K. N. Putnam, New York.....	1
R. Campbell, New York.....	1
Geo. R. Bidwell, New York.....	1
Geo. T. Brown, Brooklyn.....	1
Edward Mix, Albany.....	1
Gen. R. S. Oliver, Albany.....	2
Dr. H. T. Appleby, Buffalo.....	2
J. Frank Burrill, New York.....	3
E. W. Adams, New York.....	3
W. H. Reid, Rochester.....	3
W. T. Winttingham, Brooklyn.....	3
W. F. Gullen, Brooklyn.....	4
A. H. Scattergood, Albany.....	4
L. H. Hagg, New York.....	4
C. K. Munroe, New York.....	8
Fred. Jenkins, New York.....	8
* Dr. A. G. Coleman, Canandaigua.....	10
* Howard Conkling, New York.....	14
* J. O. Munroe, Buffalo.....	22
PROVINCE OF ONTARIO. Total ballots.....	1
For Chief Consul.....	
* S. W. McMichael, Brantford.....	1

OHIO. Total ballots.....	43
For Chief Consul.	
F. M. Bookwalter, Springfield.....	1
Robert Kingsbury, Xenia.....	1
Alfred Ely, Jr., Cleveland.....	1
Jos. Kitchell, Cincinnati.....	2
Fred. T. Sholes, Cleveland.....	5
H. S. Livingston, Cincinnati.....	12
* W. H. Miller, Columbus.....	20
For Representative.	
Frank Miller, Fremont.....	1
S. S. Mott, Dayton.....	1
C. J. Krag, Columbus.....	1
W. H. Reed, Cincinnati.....	1
T. C. Orndorf, Columbus.....	2
Fred. T. Sholes, Cleveland.....	4
Alfred Ely, Jr., Cleveland.....	8
J. G. Kitchell, Cincinnati.....	4
* F. M. Bookwalter, Springfield.....	20
PENNSYLVANIA. Total ballots.....	13
For Chief Consul.	
W. E. Montelius, Philadelphia.....	2
Harold R. Lewis, Philadelphia.....	5
* Chas. Beltz, Pittsburg.....	6
For Representative.	
Daniel Kelly, Philadelphia.....	1
Ewing Z. Miller, Philadelphia.....	1
Wm. E. Wood, Honesdale.....	1
H. A. Blackiston, Philadelphia.....	1
G. N. Osborne, Philadelphia.....	2
Geo. D. Gideon, Philadelphia.....	2
F. A. Miller, Susquehanna.....	4
Chas. Beltz, Pittsburg.....	4
* W. E. Montelius, Philadelphia.....	8
A document giving a resolution of the Philadelphia Bicycle Club, requesting the secretary of the club to cast the votes of the club for certain officers, and giving a list of the club members, was not considered a proper ballot, and was rejected by the committee.	
PROVINCE OF QUEBEC. Total ballots.....	9
For Chief Consul.	
* H. S. Tibbs, Montreal.....	9
For Representative.	
* W. Noble Campbell, Quebec.....	9
RHODE ISLAND. Total ballots.....	2
For Chief Consul.	
* Chas. T. Howard, Providence.....	2
For Representative.	
Edward G. Farmer, Jr., Providence.....	1
A. G. Carpenter, Providence.....	1
VERMONT. Total ballots.....	8
For Chief Consul.	
* Geo. E. Styles, Burlington.....	8
For Representative.	
Geo. D. Tuttle, Rutland.....	8
WISCONSIN. Total ballots.....	9
For Chief Consul.	
W. A. Friese, Milwaukee.....	1
A. C. Jones, Milwaukee.....	1
* A. A. Hathaway, Milwaukee.....	7
For Representative.	
* A. Muncke, Jr., Milwaukee.....	6
A. W. Friese, Milwaukee.....	1
Samuel Marshall, Milwaukee.....	1
T. K. Burkhauser, Milwaukee.....	1
ENGLAND. Total ballots.....	1
For Chief Consul.	
* E. R. Shipton, Salisbury.....	1
For Representative.	
* H. Sturmev, Coventry.....	1
Respectfully submitted, ALBERT S. PARSONS, WILLIAM V. GILMAN, Committee on Rights and Privileges, L. A. W. To W. H. MILLER, ESQ., President L. A. W., Columbus, Ohio.	
The above is a true copy of the tally sheets of the vote for chief consuls and representatives, as sent me by the committee on rights and privileges. W. H. MILLER, Pres. L. A. W.	

* Names marked with a * indicate the officers elected.

TRICYCLING

How a Literary Man Keeps Well.

I live in the country; my general health is and has been good,—that is to say, I have never had any serious illness: but I am a writer by profession; my “way of life” (as Dr Jaeger says his was, before he gave his attention to gymnastics and woollen clothing) is “sitting,” and for years I have suffered from occasional bilious headaches, which, although not very severe, were sufficiently acute to stop all literary work—sometimes for two days in succession—while they lasted. As I am very abstemious, never

walk less than four or five miles every day, and faithfully observe the maxim of “early to bed and early to rise,” I concluded that my headaches were constitutional; and under the belief that I should never get rid of them, bore the trouble as I best could. It did not occur to me that the two or three cigars a day that I was in the habit of smoking could do me any harm, or that, with more exercise, I should have better health. But it came to pass that some three months ago I abandoned smoking and bought a tricycle. I was led to give up smoking by reading an article in *Knowledge*, by Dr. Muir Brown, on the “Effect of Smoking.” One of the observations particularly struck me. Replying to the argument that smoking is good because it checks waste of tissue, he observed that that is precisely the reason why smoking is bad, and that the only possession which it is a man’s duty to waste is his body, new tissue being in every respect better than old. The tricycle made in this direction. It wasted tissue. You can get more exercise by an hour’s tricycling, and with less fatigue, than by three hours’ walking. There is an exhilaration about it, too, that a pedestrian never knows, and which can only be compared to that enjoyed by riding a good horse. As for perspiring, you perspire enough, especially if the day be warm, to satisfy Dr. Jaeger’s most rigid requirements, and make your flesh as hard as the hide of a German soldier after two years’ gymnastics.

When I gave up my cigars and took to tricycling, I had no idea of curing my headaches. But they are cured. I have hardly had a headache since, and I eat almost twice as much as I used to eat. I sleep well, and my general health could not easily be better. In conclusion, let me recommend all my literary brethren who are conscious of not taking sufficient exercise, all whose muscles are flabby, livers torpid, and nights restless, to try tricycling, and drop smoking and any other habit which may tend to check waste of tissue, and retard that rapid renewal of the body which is the condition of physical soundness.—*London Spectator*.

A CORRESPONDENT last week asked for “full particulars of the best dress for a lady when riding.” The best, I fear, I cannot tell them, my own many experiences not having yet solved this difficulty quite satisfactorily; it may, however, prove of some assistance if I describe my own riding dress. I have a skirt of a dark color and woollen material (homespun or rough serge), made like an ordinary walking skirt, a yard and three quarters in width; broad-plaited kilt at the bottom and draperies above; over this a deep jacket bodice, and beneath the divided skirt, finished at the bottom with a kilt of the same material as the dress. I used to weight the bottom of the skirt, but find that with the kilt, if properly tied back, and my saddle well adjusted, it is unnecessary. I saw a lady a few

days ago in a dark riding habit. This looked very well, and if a seat is used, is perhaps preferable to the walking skirt; but I use a saddle, and find that unless the drapery behind is full, the dress is torn every time I mount. Another reason for my preferring a walking skirt is, that when not riding, it is not conspicuous as a riding habit would be. At present lady riders, being comparatively few, attract sufficient attention without exciting more by a conspicuous costume. Doubtless ultimately we shall be able to wear a much more convenient dress, one even more advanced than that recommended by the National Dress Society, but I think we must arrive at this gradually, and not by a sudden revolution. I know I have been accused of cowardice for arguing in this manner, but I think not justifiably. I would willingly ride in a costume, made on the most convenient model this society could devise, if it would advance our sport; but I feel sure I should do more harm than good, only bringing myself and tricycling into ridicule and disrepute.—“*Dot*” in *Tricyclist*.

By personal experience, I find that ladies who have never mounted tricycles can be taught to ride sociables with a degree of facility quite unattainable with single machines. To begin with, the presence of an instructor on the same machine inspires confidence in the feminine mind; his ability to send the machine along without her assistance affords her the pleasant sensation of the smooth gliding; the little troubles with the skirt-hampered treadles can be more easily overcome by the fair rider being under no necessity to attend to the steering—always the learner’s sore point; and the presence of a companion on the machine assists in quelling the “stage fright” experienced by many *debutantes* when being initiated into the art of riding on the public highways. When the lady is an expert rider,—as she can become in a very few lessons,—the pleasure of travelling with a congenial male companion needs no describing. It is the same in every diversion: a few games are suited for men alone, and a few for women alone, but neither are nearly so popular as those in which the sexes meet.—“*Faet*” in the *Tricyclist*.

WE recently chronicled the fact that Mr. T. R. Marriott rode a Humber tricycle on the highway 180 miles in less than twenty-four hours. The report now comes that Mr. J. W. Elton, captain of the West Kent Tricycle Club, rode an old Excelior from Hammersmith to Doncaster, on the 21st ult., in one day, covering 168 miles.

THE weight of the lightest made Coventry Rotary for racing work is about 50 lbs., a 48-inch, geared up to 56 inch. Messrs. Rudge are taking their experience of racing bicycle construction into the tricycle trade. They have just built a 59-inch two-wheeler for Cortis, which weighs 29 lbs. with saddle and pedals.

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TRICYCLING JOURNAL.—Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

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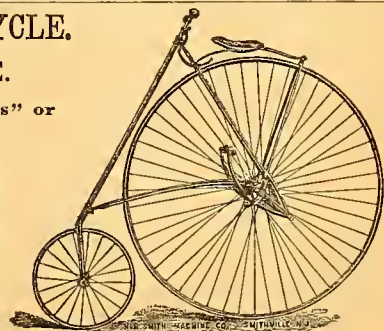
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Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

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THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

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Volume V.
Number 15.

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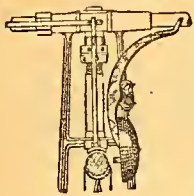
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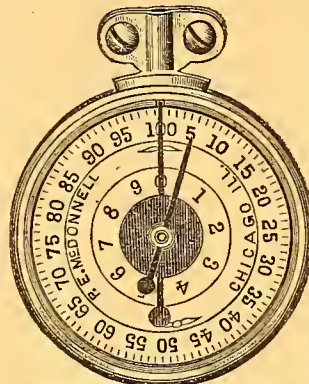
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[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 52-inch Standard, new this season, in first-class condition; Rubber Handles and Automatic Alarm Bell, Lock and Chain. Will sell for \$75 cash. Address Lock Box 315, Plainville, Conn.

FOR SALE.—A 56-inch Special Columbia; full-nickelled; new this season; used very little; in first-class condition; price \$120; transportation free. Address F. C. BINSELL, Neenah, Wis.

FOR SALE.—A 52-inch Expert; brand new in July; full-nickelled; complete outfit; it cost \$160; will sell for \$130 cash; rare chance. 1326 Columbia avenue, Philadelphia, Pa.

FOR SALE.—A full-nickelled 50-inch Harvard Roadster, first-class condition, Ritchie cyclometer, head lamp, rubber handles, automatic alarm bell, lock and chain, luggage carrier, etc.; cost new, two months ago, \$165.50; will sell for \$125 cash. Address GEO. F. YORK, 36 Canal street, Cleveland, O.

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RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, \$3.50; nickelled, \$4.50. Send for circular. Address AUGUST RINTELMAN, Milwaukee, Wis.

MAP OF MASSACHUSETTS showing post roads, distances between places, etc., mounted on rollers, 75 cents; unmounted, 50 cents, postage prepaid. A. BASSETT, care BICYCLING WORLD.

Second Annual Parade and Race Meeting OF THE

MONTREAL BICYCLE CLUB,

(Affiliated with the Montreal Amateur Athletic Association and League of American Wheelmen.)

Saturday, 2 September, 1882.

2 OPEN EVENTS (1 mile and 5 miles).

Gold and Silver Medals in each.

Entries (50c) close 30 August, to the Secretary of the Club, P. O. Box 1733. Wheelmen are requested to give name of club. Unattached wheelmen must furnish satisfactory credentials of their standing as amateurs.

J. D. MILLER, Hon. Sec.

A Farewell Breakfast.

At the last regular meeting of the Massachusetts Bicycle Club it was voted to tender Mr. H. E. Parkhurst (who sails this month for Germany, expecting to remain some two years) a complimentary breakfast. Mr. Parkhurst is one of the founders of the club, and has distinguished himself both in touring and on the racing path; and his personal popularity among members of the club is unbounded. Accordingly, on the morning of 9 August, a goodly number of the club crossed their wheels and escorted their guest to the "Woodlawn," Auburndale, a very popular hotel with Massachusetts men, where a breakfast was served in the usual excellent style of this house. After breakfast a little time was pleasantly spent in the parlors, when the club mounted and rode back to the city, reaching there about eleven o'clock. A laughable incident at the expense of one of the solid men of the club occurred on the ride out, when a frightened pedestrian, in endeavoring to avoid a second rider, nervously grasped the handle bar of the machine ridden by the "heavy man," the result being an involuntary somersault over the head of the astonished pedestrian.

The following quotation, from a letter sent by a member of the club unable to be present, well voices the sentiment of the club toward Mr. Parkhurst: "It may be doubted if any member deserves so much of the gratitude of the club as he. His moral influence has been always for the best. His unflinching good spirits have added largely to the enjoyment of every meet and meeting at which he has been present. His qualities as a road rider have caused the whole club to take a greater interest in touring than would have been felt but for him; and it is, I think, largely due to his example that the Massachusetts Club have so proud a record in this direction. His always successful efforts to keep to the front the Massachusetts colors on the racing path, often at short notice, and at personal sacrifice, will never be forgotten by the club; and at meetings, on runs, and in races, he will be sadly missed by us all."

THE Cunningham Company have just shipped to Elsa Von Blumen, the bicycienne, a Yale light roadster.



As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

One year, in advance.....	\$2.00
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Sam'l T. Clark & Co., 105 South St., Baltimore.
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WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & CO. PUBLISHERS.

To Contributors.

Write only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 18 AUGUST, 1882.

LIGHT v. HEAVY.

ONE of the principal defects of the old velocipede of 1869-70 was its weight; and it would seem to any one who will take the trouble to observe and compare the experiences of old riders that the minimum of weight consistent with strength and rigidity has not yet been reached, unless it be in some special racing machines. It has been argued that, for ordinary road riding, a 50 inch machine weighing from forty-five to forty-eight pounds is about right; and most of our wheels in this country, both imported and home made, have been hitherto purchased on this idea. An American manufacturer's circular says: —

"Weight, within certain limits, say between forty and fifty pounds, is not of so much importance as stanchness and

durability.... For road use a medium-weight bicycle is more scientific.... than the lighter weights of thirty five to forty pounds; the heavier one being not only stronger, but less susceptible to jars and obstructions, and its greater momentum making it easier to propel on an average run or excursion."

In accordance with this view, the maker puts his roadsters on the market weighted nearer the maximum than the minimum figure, and this after presumably close study of English manufactures and tendencies for four or five years. We, also, once believed in this extreme solidity theory, but experience and observation has convinced us that lightness is of much more importance than many suppose. The Invincible, imported by the Cunningham Company, was, we believe, the first really light road machine put to practical use here; but reports from all who have used them concur in proving them to be not only stiff and rigid as any heavy machine but more so than the majority, while they have invariably stood the test of long and rough road riders as well, without injury; besides being easier to handle when stabling and requiring less work to push where walking is necessary. All Cortis's wonderful races have been won on Invincibles; and extremely light as these racers are made, it speaks well for their strength as well as rigidity that, with the tremendous strain he must have put upon it in his recent ride of twenty miles and two hundred and ninety-seven yards within the hour, irrespective of good track conditions, it met with no mishap. Another light machine which is just coming into favor is the Sanspareil, for which S. T. Clark & Co. of Baltimore are the American agents. Palmer, one of England's best racing men, set out on a twenty-four-pound machine of this make to participate in the races at Leamington; but, imprudently wearing a long coat, the skirts caught in the wheel, and he and the machine rolled over and over, and although he sprained his arm badly, the machine was only the worse for a bent handle bar. As a rule, the ordinary heavy roadster will suffer as much from a dead fall over when unriden, just because of its weight. We have ridden more or less this season in company with those who rode machines of light construction, and have observed, and it has been generally admitted, that the light-mounted men ascended inclines more readily and with less consequent

exhaustion than the heavier, and that, the build of the men considered, they stood the long rides best. On level roads or coasting it seemed to make no material difference; but as the highway generally has as much hill as level on a ten-mile run, and a pull up even a short incline is hardly compensated for by a long descent on the other side, we believe that the English tendency toward light and stiff machines is best for even our much-decried American roads. The bugbear of "jar," alleged to be more perceptible in light than heavy machines (which we doubt) can be taken up some other way than by clogging the rider with additional stock. The average road machines used in England by experienced riders weigh about thirty pounds, and they have to stand as much strain as bicycles on our roads in this vicinity.

WE respectfully request our correspondents to refrain from using the word "knee-pants," to express "small clothes" or "breeches." The word "pants" for pantaloons is a vulgarism, like "gent" for gentleman. The dictionaries contain neither abbreviation. The word "breeches" gives the whole story of a bicyclist's nether garment, unless he wears "knickerbockers," which differ in that they fit loosely at the knee, like pantaloons cut off, instead of being buttoned or clasped. As we do not wish to have the terms "gent" and "pants" occur in our columns, we again request our correspondents to omit them from their manuscripts, and so save us the task of correcting.

WE last Monday, mailed to secretaries, so far as we know them, of all the bicycle clubs in the country, petition heads for signatures to a petition to present to the tariff commission for a reduction on the tariff on imported bicycles. Secretaries and others into whose hands they may come will aid the cause of bicycling by securing signatures of wheelmen and those interested, and returning them to us as soon as possible. If any clubs fail to get a copy of the petition we will forward them on application. All wheelmen and those interested are requested to sign.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

CHELSEA BI. CLUB. — Regular monthly meeting this (Friday) evening, at 8 o'clock.

RAMBLERS BI. CLUB. — 20 August, meet at 3 P. M., corner Westland avenue and Chester park to run to Dedham, via West Roxbury, and return.

OTTAWA BI. CLUB. — The wheelmen of Ottawa, Ont., have formed themselves

into a club, with the following organization: President, Mr. Mothersill; captain, Mr. Bayley; lieutenants, Messrs. Seybold and Harrison; secretary and treasurer, J. M. Jenkins.

CHAMPION CITY BI. CLUB.—The Springfield (Ohio) wheelmen have selected the following to represent their club in the prize drill contest at the League of Ohio Wheelmen meet: Messrs. Bookwalter, Crothers, Warder, Barnett, Worthington, Cook, McGrew, and Reed.

BELLEVILLE BI. CLUB.—On the evening of 1 August, the bicycle Club of Belleville, Ill., reorganized and elected the following officers: President, A. W. Stewart; captain, John Egerton; secretary and treasurer, John O. Thomas. The club has thirteen members. At the last sitting of the city council a committee was appointed to consider and report on the expediency of excluding bicycling from the two principal streets of the city. [Any rule or ordinance excluding bicyclers from the public highway cannot be sustained at common law; therefore, if the authorities take such action, it should be unheeded. — EDITOR.]

JOHN O. THOMAS, Sec.

WOONSOCKET BI. CLUB.—The Woonsocket Bicycle Club enjoyed their first annual club dinner, 1 August, at Hotel Wilson, Uxbridge, Mass. There are fifteen active members, and thirteen of them attended. The only incident of the ride was the prize of a tin medal for the man who took the first header, there being about two miles good riding out of the eight. On account of the drought we have had here, roads were more sandy than usual. The winner of the prize was our captain, Fred. B. Burt. The weather was too warm for fancy riding or races, of which a few were planned by the committee of arrangements. This club had three members when first started, 1 May, 1881; and 1 May, 1882, it had seventeen members, two honorary.

ARTHUR S. PEASE, Sec.

WOONSOCKET, R. I., 12 August, 1882.

MONTREAL BI. CLUB.—*Editor Bicycling World:*—I beg to hand my report of our last month's proceedings: Mileage for July, 136½ miles; for season, 402; number of rides in July, 15; for season, 42; attendance for July, 95; for season, 412; largest muster for July, 18; smallest muster for July, 1; longest ride for July, 26; shortest ride for July, 2. The five highest individual mileages for the season are: H. S. Tibbs, 240½ miles; H. Joyce, 225½ miles; J. Trotter, 210½ miles; J. Muirhead, 207 miles; H. MacCulloch, 183½ miles.

There were two well-contested races in July, the first a three-mile handicap, given by the Ionic Lodge of Freemasons, at their games on the Montreal Lacrosse Grounds, Saturday, 15 July. Seven riders competed, and came in in the following order: 1st, W. G. Ross, 1¼ min.

handicap, time, 12 15; 2d, Jno. Low, 1¼ min. handicap, time, 12.45; 3d, F. C. Holden, scratch, time, 13.00; 4th, C. A. Merrill, 1¼ min. handicap; 5th, J. A. Muirhead, 1 min. handicap; the other two, Delmage and Robertson, did not cover the whole distance.

The second event was our club road race to Lachine, *via* Cote St. Antoine, ten-miles handicap, which was held on Saturday, 22 July. Seven started and came in as follows: 1st, G. M. Smith, scratch, time, 52 min.; 2d, Jno. Low, 1¼ min. handicap, time, 53¾ min.; 3d, W. G. Ross, ½ min. handicap, time, 56¼ min.; 4th, H. MacCulloch, ¾ min. handicap, time, 58¼ min.; 5th, J. A. Muirhead, 2 min. handicap, time, 59¾ min.; 6th, Alan Arthur, 1½ min. handicap, time 62½ min.; 7th, D. W. Allan, 2 min. handicap, time, 69¾ min. H. S. Tibbs acted as starter, and J. D. Miller as judge at finish. Some ten men rode out about thirty minutes before the racers, and received them with open arms. There was an exceedingly strong head wind blowing all the afternoon, but for which, no doubt, better time would have been made. There are two pretty stiff hills to climb, and two to ride down, on this road, one of the down grades (Mackay) being a nasty, long, rough hill, that requires considerable skilful riding. While at dinner at Hanna's, a slight rain came along and laid the dust, and made the roads, coming home, just "scrum." A wild cow, chained at the top of Mackay Hill, made ferocious though, happily, futile attempts to charge into the different riders as they passed by.

I trust your wheelmen are revolving in their minds the desirability of putting in an appearance at our annual races, 2 September, either as competitors or spectators. I promise them lots of fun in either capacity. **THE CLUB DAWG.**

MONTREAL, 12 August, 1882.

THE visiting bicyclers at Cottage City have formed a bicycle club, the officers being as follows: President, Frank E. Draper of North Attleboro'; vice-president, E. M. Gilman of Nashua; captain, W. H. Ames of North Easton; secretary and treasurer, A. E. Flint of Providence. Friday evening, last week, Harry W. Tufts of North Attleboro', gave one of his wonderful exhibitions of fancy riding at the rink, in the presence of a large attendance.

A CLUB has been formed in West Philadelphia under the name of the Pennsylvania Bicycle Club. It has about a dozen members to start with. West Philadelphia is a good field for a club, and most of the members reside near Fairmount park and the Lancaster pike, and in a district distinct from those of the Philadelphia and Germantown clubs. We shall publish particulars as soon as the organization is perfected.

The Crescent Bicycle Club of Boston and the Providence Bicycle Club of Providence do not renew their membership to the League this year.

RACES

Coming Events.

16 August. Rochester, N. Y. Third annual race meeting of the Rochester Bicycle Club at the Driving Park.

28 and 29 August. Columbus, Ohio, League of Ohio Wheelmen annual parade and races. Entrance free; entries close twenty-four hours before races, to C. J. Krag, secretary, Columbus, Ohio. Competitions open to members of the L. O. W. only. Races run under L. A. W. rules.

2 September. Montreal. Annual races of the Montreal Bicycle Club. Open to amateurs only, and unattached riders must furnish credentials. Entries (50 cents) close 30 August, to Secretary Montreal Bi. Club, Box 1,733, Montreal, Can.

5 September. Worcester, Mass., New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Æolus Wheel Club. Entries to be made before 4 September, to E. F. Tolman, secretary, 195 Front street.

6 September. Buffalo Bicycle Club tournament. Address Chas. K. Alley, corresponding secretary, corner Perry and Mississippi streets.

9 September. New York. Fifty-mile bicycle race at the Polo grounds under the auspices of the Manhattan Athletic Club, to start at 3.30 P. M. Three prizes, gold medal each. Entries, \$1.00, close 14 September, to F. J. Graham, secretary.

16 September. Boston Bicycle Club twenty-mile championship race. Place to be announced.

20 September. Springfield, Mass. Bicycle tournament under the auspices of the Springfield Bicycle Club. C. K. Ferry, secretary.

26 October. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

OVID, 11 AUGUST.—The bicycle races were held 11th inst., under the auspices of the Ovid (Mich.) Bicycle Club. The weather was fine, and there was a large attendance. Five-mile race (prize, a \$50 gold watch) was won by Frank Marshall of Ovid; time, 22m. 38½s. One-mile race, best two in three (first prize, a silver water set), was won by William Marvin of Ovid; second prize (a silver card receiver) was won by Charles Kudner of Detroit; third prize (a silver vase) was won by R. R. Lansing of Detroit. In the one-half-mile dash, prizes (League badges, valued at \$15, \$10 and \$5) were won respectively by E. Woodcock of Albion, H. N. Keys and C. S. Reeves of Ovid. The slow race (prize, a card receiver) was won by Frank Marshall of Ovid. In the quarter-mile one-leg race, Frank Marshall of Ovid was first, Mr. Escott of Grand Rapids second.

MR H. L. CORTIS vs. TIME.—**TWENTY MILES IN THE HOUR.**—On Thursday evening, 27 July, Mr. H. L. Cortis, the ex-amateur champion, rode a twenty-miles race against time, on the Crystal Palace track, and accomplished the distance inside the hour, thus beating all previous records. In a former attempt he covered the distance in 1h. 38½s. at Surbiton, in September, 1880. He started with the riders in the final heat of the three-mile invitation race of the Crichton Bicycle Club, and kept them close company, so that he was taken along at a rare pace to begin with, as the winner broke another record by completing the distance (three miles) in 8m. 41½s. When that race was over, Hunter, Tacagni, Vesey, Thorn, Woolnough, and Leith, took it in turn to act as pace-makers, and well they filled their mission. When the start took place the surround-

ing circumstances were in every way favorable for a good performance, the evening being cool, but with a trifling breeze, of not sufficient strength to in any way impede the rider's progress. The track is three laps and a half to the mile, and consequently only the two miles time were taken, and these are subjoined:—

Two miles, 5m. 53s.; four miles, 11m. 50s.; six miles, 17m. 53s.; eight miles, 24m. 1s.; ten miles, 30m. 2s.; twelve miles, 35m. 51s.; fourteen miles, 41m. 56s.; sixteen miles, 47m. 44s.; eighteen miles, 53m. 35s.; TWENTY MILES, 59m. 31½s. — *London Sportsman*.

THE five-mile Bicycle Union championship was run on the Crystal Palace track, Sydenham, on 22 July, there being a fair attendance of spectators. There were twenty-three entries and fourteen starters; and four preliminary heats were won respectively, by M. H. Jephson, Oxford University, in 15m. 31½s.; C. Crute, Sutton, in 15m. 50s.; J. S. Whatton, Cambridge University, in 15m. 10½s., and Ion Keith-Falconer, Cambridge University, in 15m. 12½s. Final heat: Whatton (1); Keith-Falconer (2); Crute (3); Jephson (4); time, 15m. 12½s.

THE FIFTY-MILE CHAMPIONSHIP. — (*The Cyclist's Report*.) This event came off last Saturday, the 20th July, at the Crystal Palace, on what was practically almost the first day of summer in London. A warm, but fresh air, and an almost total absence of wind, gave every natural chance for fast time; and this was certainly accomplished, as Hillier's record of 2h. 50m. 50½s. was upset by the Hon. Ion Keith-Falconer, now the long-distance amateur champion for 1882, by no less than 6m. 55½s. Indeed, so favorable, apparently, was the day that six of the other men also beat record for fifty miles. Amateur and professional times were also beaten, from twenty-five miles upward. The tedious performance of a fifty-mile race was in some degree lessened when it became known amongst the men that record was being beaten, as some game spurting resulted amongst those who desired to hold for another year the "record" at various distances. The most noteworthy events of the day, apart from Keith-Falconer's riding, were the exceptional good form in which Vesey appeared to be, and the lapping of such a wiry front-rank man as Crute. Keith-Falconer did not leave his effort till the last lap, but a mile from home commenced "piling it on," and rapidly leaving his *confrères*, was actually fifty yards ahead at "bell ringing." In vain Vesey, followed by W. K. Adam, tried to catch him, he maintained his lead to the finish, and won easily in 2h. 43m. 55½s. The positions of the men were as follows: Keith-Falconer, Cambridge University (1); C. D. Vesey, Surrey, 2h. 44m. 20½s. (2); W. K. Adam, Oxford University, 2h. 44m. 21s. (3); M. H. Jephson, Oxford University, 2h. 44m. 21s. (4); G. D. Day, Cambridge University, 2h. 44m. 21½s. (5);

H. R. Reynolds, Oxford University, 2h. 47m. 52½s. (6); C. Crute, Sutton, 2h. 50m. 37s. (7). Allport, M'Kinlay, Fry (Bristol), W. W. Scott, Thompson (Sutton), Oliver Thorn, and Turnbull (Criterion) all stopped *en route* at various distances, and F. Moore, Hunter, Heasman, and F. L. Adam did not start. All the seven placed men get time medals, the qualification being to beat 2h. 53m. The following is a tabular statement of the times:—

	hr.	min.	sec.	RIDER.
20 miles in	....1	3	43	— Fry.
25 "	....1	20	5½	— Vesey.
30 "	....1	36	21	— Falconer.
35 "	....1	53	31	— Falconer.
40 "	....2	10	5½	— Jephson.
45 "	....2	27	5½	— Jephson.
50 "	....2	43	55½	— Falconer.

A SERIES of interesting professional races were held at Toulouse, France, 14 July, the principal participants being De Civry of Paris, the French champion, Esperon of Bordeaux, Berthoin of Grenoble, and H. O. Duncan of England. Fair but not remarkable time was made. At a social meeting in the evening, the question of amateur racing was discussed; and the general sentiment seemed to be against it, as not worth the expense, and the opinion is expressed that there will be few amateur races held in France.

THE English amateur championships for this year have now all been run, and the winners are: One mile, F. Moore of Warstone, in 2m. 47½s.; five miles, J. S. Whatton of Cambridge University, in 15m. 12½s.; twenty-five miles, F. Moore of Warstone, in 1h. 25m. 8½s.; fifty miles, Hon. Ion Keith-Falconer of Cambridge University, in 2h. 43m. 55½s.

AT an early day (probably next week Saturday), J. S. Prince will race Mlle. Louise Armaindo twenty-five miles, he to allow her three miles start, on the track of the Manhattan Polo Grounds, New York, for a purse of \$500. The event is under the management of Mr. Mutrie, proprietor of the track, who is taking a great interest in the race, and promises the most complete arrangements as regards track, judges, timers, etc., to enable the contestants to make records. There will also be a ten-mile open amateur handicap, for a valuable medal.

ALBERT PIERCE, the colored bicyclist, who participated in the professional race on Boston Common, 4 July last year, is actively competing in English events this season. His was one of a hundred entries for the professional mile handicap, to take place at Wolverhampton the 7th inst., being allowed 180 yards.

OUR old friend, C. D. Vesey of the Surry Bicycle Club, made a splendid showing in the fifty-mile amateur championship race, 29 July. He broke a spoke in the forty-second mile, and, although without dismounting, lost some ground in having it removed, but bravely spurting, regained his position, and at the end won second place in 2h. 44m. 20½s.

THE papers mention a road race in Canada, from Napanee to Kingston, twenty-five miles, between William Smith on a bicycle and a trotting horse driven by Fred. Smith and William D. Madden. The horse beat by five minutes, the time being two hours and a quarter. The bicyclist was impeded by frightened horses and many hills difficult of ascent and dangerous to descend rapidly.

Mlle. ARMAINDO wants to race Prince fifty miles, but wants five and a half miles allowance; and Prince has the matter under consideration.

LAST Saturday evening about thirty-two of the Washington wheelmen made a run to the National Fair Grounds, parading several of the principal streets on the way. Arriving they filed on to the track and passed in review before a large number of visitors, after which two impromptu half-mile races were indulged in, Mr. Seward Beall winning the first event in 1m. 45½s., and A. F. Dunnington taking first honors in the second, in 1m. 45½s. The affair ended by Mr. W. C. Scribner inviting the riders to a nice lunch at the club house.

FRANK MOORE, of Birmingham, Eng., who has just won the one mile and twenty-five miles Bicycle Union championships, is now in this country, the guest of J. S. Prince. Mr. Moore is a young man, scarcely twenty, and has already made himself a racing reputation. Prince trained him for his first race at Birmingham, when he was seventeen years old, and made his mile in 3m. His mile championship was won 8 July last on the same course, in 2m. 47½s., having won the second heat in 2m. 45s. On the same day he won the championship for twenty-five miles in 1h. 25m. 8½s. He weighs 145 pounds, and rides a 26-pound Royal Mail racer. Mr. Moore has sent in his application to membership of the L. A. W., and will probably participate in many of the amateur events this season, which will, of course, greatly add to their interest, but we fear that our own men will want liberal handicaps.

THE race meeting announcement of the Montreal Bicycle Club will be found in our advertising columns. Although several other interesting events are fixed about the same time, we earnestly ask our fast men to consider well the expediency of visiting this wide-awake club of wide-awake wheelmen. A good time, if no honor, is assured.

THE SPRINGFIELD RACES. — The lively and wide-awake Springfield Bicycle Club is all astir with the arrangements for a grand bicycle tournament to be held in this city 20 September. The club has a very large membership at present, which is being steadily increased, and since its organization a little over a year ago, has given a good account of itself at the Grand Army field day last fall, and more recently at the rink in a remarkably good exhibition, and later, on

the park, 4 July, where it appeared as a prominent factor in the general celebration. The programme for the coming tournament, though not fully made up, promises to be a superior one. Amateur races will be given, similar to those which occurred on the Fourth, for purses amounting to \$700. J. S. Prince, the champion bicycle rider of the United States, will appear in a race, in which he will ride twenty straight miles against T. Harrison and Mellen for a purse of \$500, the last two named riders to be allowed to ride five miles each alternately. There is also a probability of a match between Elsa Von Blumer and Louise Armaindo in a five-mile race for \$200. Among the novelties to be presented, prizes will be offered for a half-mile race for boys under fifteen years of age, and a mile race, in which riders will be required to fold their arms. Music will be furnished by one of the local bands. In the evening there will be an exhibition of fancy riding at the Bridge street skating rink, for prizes amounting to \$250. Fifteen members of the club have pledged \$1,200 to insure the successful carrying out of the plans for the affair, which certainly promises to be the finest bicycle tournament that has been given in New England this season.

PRINCE is in almost daily practice at the Brookline reservoir.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

What the American Public can Swallow.

AN article with the above heading was recently published in the *Cyclist*. It consisted of a letter from Albin the circus bicyclist, and comments by the *Cyclist* editor. As a work of the imagination, the letter is inimitable; but the serious credulity of the editor is sublime. As I was one of the forty-five (!) riders referred to in that precious letter, I desire to ventilate publicly some of its statements.

To begin. M. Albin of the *Cyclist*, Monsieur Albin of the circus bills, is to all appearance an Englishman, of rather a marked type. His statements as to his success in Philadelphia are beyond the writer's verification; but when he says that in Washington he made a great success, there should be a little more light thrown upon the subject. He did succeed in amusing the riders of that city in many ways, and he succeeded in greatly disappointing them, but nothing more. He may be a good trick and road rider, but nothing done by him at Washington would lead one to think so. He says that "The proprietor put me down about three miles from Washington with the large bicycle, and told me to ride through the city, which I did at a pretty good rate." The large bicycle referred to, in

fact came into the heart of the city in a crate on a railroad car, and the circus itself was established on a lot within the city limits. Any one who saw his performance, knows that he could not ride three miles, or one even, outside of Washington on that machine. The monster, in a few words, was a dead failure. It had neither grace, nor capacity for anything but the most limited range of performance. In the streets, it was ridden slowly over the smooth and level asphalt, and on the slight grade of Fifteenth street by the Treasury, to the amusement of little boys even, a man went behind and pushed.

The performance on this machine in the circus was on a board platform, and was slow, exceedingly awkward, and uninteresting. It can be classed among such entertainments as walking on stilts six feet high. The procession of the circus passed in front of one newspaper office, not before all of them as this remarkable letter states; and in consequence, the sensation claimed must have been produced by some other means than Mr. Albin's riding.

The article in the *Post* of Washington, which the *Cyclist* very properly styles "wonderful statements," I have inquired about, and find that it was among the local items. My informant says that it "was paid for by giving the press all the tickets required." That "an English newspaper proprietor would get six months for telling such a yarn" is delightful reading, but our faith in humanity in this benighted country will not permit us to believe it fully.

"The Capital Bicycle Club invited me to go for a run with them" says, Albin. This would mislead the average reader decidedly. Mr. Scribner, the riding-school proprietor, came with Albin to the club headquarters just as we were starting out for a practice run, and naturally the captain asked them to accompany us. "There were about forty-five of us," says the veracious writer; but the carefully kept club records show that, including the strangers, there were just fourteen riders. The "forty-five" are again referred to in the letter, so that these are evidently Albin's figures and not the printer's. This is veracity! The little place which "only seven of us got down" was a slope of five feet vertical height, and at an angle of over thirty degrees; and every rider, with one exception, rode it safely. The next place where "not one of us got over" was a steep-sided ditch. One 'Xtra and one Ordinary bicycle crossed on the first trial, and I think some others did so subsequently. Another 'Xtra crossed safely on the third trial, I am certain. Those who fell were prepared for it, and went over without injury to themselves or their machines. Albin alone was an exception to this statement. He did not get across, but had a rather ugly tumble, and either bent the handle bar or broke the handle of his bicycle. He thereupon left the party before the ride was half over and went

away grumbling, and we heard of him still at it when he arrived at Baltimore.

His style of riding was grotesque in its awkwardness, with arms akimbo and shoulders bent over. His riding "hands off" around a board platform was well done, and was the only thing which merited any commendation. His *grand act* seemed to be mounting by the right pedal, which he did in a wild, scrambling way, that excited more fear for his safety than admiration. From all we saw of his riding in the named city, it is safe to say that many riders there could give him many points and beat him at anything, except writing yarns for English consumption.

Another point I wish to touch upon very briefly. All true Americans feel bitterly the ghastly farce of Guiteau's trial, but it is not true that self-respecting American ladies or gentlemen shook hands with the assassin; and American ladies certainly did not send him flowers, despite Albin's reckless assertion that "a great number brought him flowers daily."

The great tent that seats 20,000 people, which the English public are informed about in this same letter, would probably seat one half the number; and Albin must certainly know that his statement is many thousands beyond the truth.

We have been entertained and instructed by the riding of a number of English trick riders, but they were of a different order from Albin. The Stirk Company gave us beautiful feats and graceful ones; and others have done so as well, whose names I do not this moment recall. We are quite certain that Albin is not by any means a representative Englishman, or English bicyclist, or English letter writer, but is one to be forgotten as quickly as possible, as well by our brothers of the wheel across the water as by ourselves. We on this side can survive the publication of such a letter, because its extravagance refutes itself; but the part over which we do linger most is the heading, and it seems to us its proper reading should be, not as it was printed, but rather "What the *Cyclist* editor can swallow."

CAPITAL P.

Port Jervis to Delaware Water Gap.

Editor Bicycling World:—The experience of most of our club members on wheeling matters, since I last wrote you, has been such as to still further increase our interest in bicycling. Our president, Mr. Sturges, and captain, Mr. Sanderson, having contemplated a trip along the Delaware for some time past, carried their plans into effect two weeks since, and they reported such a pleasant run that other members of the club took the same trip last week, an account of which I will endeavor to give at this time. Leaving Scranton the morning of the 12th, via the Delaware and Hudson Railroad, our party comprised Messrs. Kolp, Rockwell, Pen-tecost, and your correspondent. Arriv-

ing at Honesdale at 9.30, we were met by members of the club there, and passed the time most pleasantly until 11.40, when we took the Erie train for Port Jervis; which point we reached at 5.30 P. M. After a tedious trip on the way train, we were glad indeed to reach the Port; and finding the roads fine, we took a spin around town, visiting the cemetery and other points of interest. Arriving at the Delaware House, we found excellent quarters, and were so well looked after that we desire in this connection to recommend this house to all bicyclers who may visit here, as one where they will receive the best of attention. At this point our trip by wheel commenced, with the Delaware Water Gap as our terminus,—a distance of forty-four miles; and the roads being in the best condition, we made the start with the prospect of a fine run, and were not disappointed. Milford, eight miles, was reached in thirty-eight minutes, without a dismount, and the ride thus far was the most pleasant we had ever experienced. Stopping at the Sawkill House, we were again fortunate in finding excellent accommodations. Milford is a delightful place, and is a popular resort, all the hotels being well filled with summer boarders. On future trips we shall arrange to remain longer and have an opportunity to visit the many points of interest in this vicinity. Our next stop was at Briscoe's, where we spent an hour so pleasantly that it will be a difficult matter to convince any of our party that this is not one of the most delightful stopping-places we have yet found, and the L. A. W. sign can well be hung out at this place. Bushkill (thirty miles) was reached for dinner, and like all points along the Delaware Valley, it is a pleasant resort. Instead of going on to the Water Gap, this should be the terminus, as the beautiful roads end here, and beyond they are sandy and rough. The run from Port Jervis to Bushkill and return is, I am certain, one of the finest in the country, the hard shell-rock making it easily rideable the whole distance. When this fact becomes generally known among bicyclers it will become a favorite run, as everything, including roads (smooth and shady), scenery, hotels, and no more hospitable people to be found anywhere, cannot but make it a paradise for wheelmen. As our plans were made to visit the Water Gap, we pushed ahead over the sandy roads, our pace and pleasure also being greatly reduced. The Kittatinny House, at the Gap, was reached at 6 P. M., and our run was ended. After a pleasant evening spent at the Kittatinny House, we took the night line for Scranton, arriving at 12.30, all delighted with the trip. F. C. H.

SCRANTON, PA., 20 July, 1882.

Sub-Leagues.

Editor Bicycling World:—I do not pretend to have had much experience in legislative matters, nor do I profess to know how the L. A. W. should be gov-

erned; but I have a little idea of my own which I would like to express in your columns, with your kind permission, for the purpose of obtaining the views of other wheelmen on the subject. The League, as it now exists, covers such a vast area of territory, that to the single wheelman it seems like a vague "something" far away, from which he expects to derive little benefit, and joins simply because "the other fellows do, you know"; and thus it has been going on from the organization of the League. My plan is this: to have the great territory of the United States cut up into districts or sections, each with its individual league. Or perhaps it would be better to form a league in each State, as the officers of each sub-league would then know their direct line of action and course of duty in obtaining reduced rates, information about roads, etc. Each league to have a chief consul, or "chief mogul," who would act as representative to the grand league, or the League of American Wheelmen, at its meetings. This plan, although I have not gone into detail, is, I think, sufficiently plain to explain itself; and I would like to hear the views of some other wheelmen on the subject. County leagues are too small; but State leagues, I think, ought to fill the bill, and provide the means for obtaining the object sought, for in the L. A. W. Will "London W." please give us his opinion with reference to this? METEOR.

BOSTON, 26 July, 1882.

["Meteor's" suggestion is a good one, but not a new one. The WORLD has often urged similar projects; and we think the new order of things in the League will fill the requirements of State leagues. —EDITOR.]

Rutland.

Editor Bicycling World:—Seeing no communications from this section, I thought I would let you know that we are still alive. Our club is in a flourishing condition, and bicycling generally is constantly on the increase. At present we have ten members in the Rutland Bicycle Club, and we are pretty well mounted, the sizes of the machines being two 48-inch, two 50-inch, two 52-inch, three 54-inch, and one 56-inch, and most of them full-nickelled. The roads west of here are very good, but north and east they are quite hilly and sandy; but in spite of this some of our riders put in two hundred and fifty miles last month. The longest run in one day was fifty-three and a half miles; these figures would have been much larger if the weather had not been so dry, the roads being quite dusty in consequence. Last Saturday we started out for a run to Lake Bomoseen, distant sixteen miles; the roads were fine, it having rained the day before, and the roads had dried just enough so that it was neither dusty nor muddy. We were accompanied as far as Castleton by a member of the Boston Bicycle Club, who had ridden from Low-

ell, Mass., to Rutland on his machine. Reaching the lake after dinner, we started for Fair Haven. The roads were very level, but rather dusty, although not enough so to make it pull hard. We had one fine coast of nearly one half a mile; we entered the village by a sharp rise, then over a long, level stretch. After running around the village we turned towards the lake again, which reaching, our cyclometers showed thirty miles for the day. The next day, Sunday, we started to return, about 5.30 P. M., and arrived safely. It was the most enjoyable run we have had, and if any of our wheeling brethren should happen up this way we will show them over the same road; or if they are without their machines we should be glad to see them at our rooms corner of Grove and West streets.

CLUB DOCTOR.

RUTLAND, 3 August, 1882.

Two Points.

Editor Bicycling World:—I wish you would let it be known through your paper, for the benefit of bicycle riders, that the Lamson badge [design (?) —EDITOR] is not the League badge, but that any rider not a member of the League can with propriety wear one. One other point that I regret is the change in the League membership rules as to the manner that clubs must join, as a club, viz., the entire club being required to join, and to continue as such. There are many members in most clubs whose circumstances would not permit them to join the League. Such being the case, all clubs having even one such member could not join. I am personally acquainted with many very fine riders, and such as would be a great acquisition to the League, who would be members but for the above reason. I think the cord is drawn a little too tightly. A. G. C.

CANANDAIGUA, N. Y., 9 August, 1882.

An Arlingtonian's Ride

Editor Bicycling World:—I send you a memorandum of the roads from Arlington to Frankestown, N. H., and Frankestown to Manchester, N. H.

Arlington to Mystic street, Winchester, one mile hard gravel: one mile loose gravel and stones. Took direct road to Burlington, passing south of Winchester and Woburn centres. Winchester to Burlington, five miles: sandy; a few low hills; foot-path most of the way; almost all rideable; some very good; after a rain, would be very fair riding. Burlington to Billerica, five miles: deep sand in places; some low hills; foot-path part of the way; much unrideable. Billerica to Lowell, two miles: fine level gravel and clay; the rest sandy; narrow foot-path; numerous low hills; a considerable part unrideable. Lowell to North Chelmsford, five and a half miles: very sandy; narrow footpath; parts unrideable. North Chelmsford to Tyngsboro' six miles: and one half very sandy; part of it unrideable (in the words of a native: "disgraceful"). Tyngs-

boro' to Nashua: good clay road; some foot-path; good riding. Nashua to South Merrimac, five miles: level; rather sandy, but generally not deep sand; road bed of loam and sand; after a rain, would be good; a part unridable. South Merrimac to Milford, six miles: level; loam and sand; *wide hard ruts*; good foot-path; some deep sand; some turf riding; near Milford good gravel road. Milford to Mount Vernon, four miles: sandy; a little good riding; some foot-path; a long, sandy hill, quite steep (perhaps two miles long) up to Mount Vernon village. Mount Vernon to Francetown, nine miles: generally level; some loam; generally sandy; generally firm road-bed; a few sandy hills; after rain, would be fair riding. Francetown to Antrim, seven miles: sandy; generally descending; some fair riding; one bad hill, down. Francetown to New Boston, seven miles: clay and loam; a few low hills; a good road; after a rain, would be excellent; one long down grade into New Boston. New Boston to Goffstown (West Village), seven miles: level; after rain, would be good riding, generally; somewhat sandy. Goffstown (West Village) to Manchester, eight miles: quite level; gravel and sand; fair riding generally; unridable in places.

The roads were at their worst when the trip was made, there having been no rain for three weeks. I made the trip with a companion, and for the purpose of visiting friends; under other circumstances, I think it could hardly be a *pleasure trip*. The average time to Francetown was about four miles an hour, including all stops. Returning, the time was considerably better. We went to Portsmouth by rail, and rode directly home. These notes were taken on the road and are correct. W. E. PARMENTER, JR.

ARLINGTON, MASS., 10 August, 1882.

Rejected Votes and the L. A. W.

"Hear ye not the hum
Of mighty workings?" — Keats.

Editor Bicycling World: — That neat little game of the committee on rights and privileges "worked"; but had the votes of the Marblehead Club been allowed to count, our former chief consul would have been re-elected. The Marblehead Club supported Mr. Hodges; but as ten of our members, to save unnecessary writing, affixed their signatures to one ballot, the intelligently discriminating body who conducted the balloting threw out their votes. I should like, Mr. Editor, to rise and explain their reason for so doing. I can find nothing in the by-laws to justify their course. Within the past six months our club has paid two years' dues into the League's treasury, and what privileges have the members enjoyed therefrom? Even the right of suffrage has been denied them, through a nonsensical bit of red tape. What practical difference could it make whether ten separate ballots were prepared, or only one signed by the ten members voting?

If those august personages who control the L. A. W. would only do something besides resting on the glory of their positions, the association would, perhaps, be of some benefit to the wheelmen of the country. If things are to continue running in the same lethargic manner, the members will ere long tire of paying in their dollars every year and getting no return. Why don't the officers wake up and try to get the tariff on bicycles reduced, put up highway guide-boards, or get out a road book, giving the routes and distances to different places, the best roads, list of hotels, consuls, etc., or do *something*? There is work enough to be done. I have heretofore endeavored to convince every dissatisfied L. A. W. man I have met that the great organization was something more than a mere name, and have always defended the League on every occasion; but unless it soon arouses from its stupor, I shall conclude that I have been laboring in a worthless cause. Now we have got a new set of officers, let us hope *something* will be done. GEESEE.

MARBLEHEAD, MASS., 12 August, 1882.

Notes from Haverhill.

Editor Bicycling World: — The long spell of weather has given us roads that are perfectly horrible, — sandy, and many treacherous holes for your wheels to stop in, while you go ahead and explore. "Scribe" of Manchester did strike a poor place if he went to the Brunswick at Lawrence. We went there *once*, and now go the St. James, which is the best place in the city for a good meal. The new hotel, which is about to be opened there is to be first-class — so they claim. I recommend the St. James to any touring wheelman. The Brunswick did not follow their style of 30 May; for there was a *good* bill of fare, and plenty of it; and the treatment we received from the proprietors that day was, like everything the Lawrence Bicycle Club had a hand in, *first class*. ... A few days ago, I found, at a hotel in this city, a member of the Star Bicycle Club of Lynn, who was disgusted with our roads (which are poor) and public houses. I gave him advice as to both; and, as it is what any wheelman coming to this city should know, here it is: For good fare, clean beds, etc., go to the Eagle House on Main Street, which sets as good a table as the Essex of Salem, and, I believe, at the same prices. Wheelmen coming from the south of the county to Haverhill, *via* Georgetown, should come through Groveland, over the bridge at that point, and then on, and *not* come *via* South Groveland and Bradford, unless they wish for sand in bulk. ... The League Essex County Wheelmen have given up going to Ipswich as a body, and rendezvous at Salem the 24th inst. for a run to Nahant, and dinner at the Relay House. ... Ipswich bicyclers are chuckling over what a Massachusetts bicycle man, who resides not a hundred miles from Ando-

ver, did n't do. He, with 'cyclers of the town, were standing at the foot of Town Hill, and discussing their ability to climb it *via* wheel. Massachusetts bicycle man says, "Well, it may be difficult for you green hands, but old riders like myself don't mind it," and starts forward, valiantly tackling the steepest side. Half way up our "old rider" crossed over to the easier side, and then — got off and walked up the rest of the way, and forgot to come back to be congratulated. We "smole a smile" at Col. Pope's modest request of tariff commission, and are anxiously awaiting one of those petitions you speak of sending out. Judging by the vigorous way in which M. D. Currier of Lawrence tackles the business of the Essex County League, the L. A. W. will have a most efficient representative from this section "Good luck go wid him!". ... L. A. W. consul here wants to know whether the appointment of '81 still holds good, or did it expire with his last year's ticket [Holds until another appointment is made. — EDITOR]. ... We've made a trial trip on the tricycle, a Royal Salvo, owned by an M. D. in this vicinity, and while agreeably surprised at the ease of propulsion, think that this part of the country, with its sand and hills, will prevent a rapid increase of riders. The "bi." has the best of it here, and that's not saying a great deal. 869.

HAVERHILL, MASS., 12 August, 1882.

New York Items.

THE veteran wheelman, Will R. Pitman of the Ixion Club, accompanied by Bugler Oliver, made a night run 1 August, from New York to Riverdale, twelve miles, and next day at noon was joined at that place by Messrs. Sanford, Fontaine, and Egan; and all hands spent the afternoon wheeling about that vicinity. The Saturday previous Mr. Pitman rode to Pleasantville, forty miles, over an excellent road, returning next day — Sunday. He says the roads as far as Tarrytown afford an elegant three hours' ride, the whole route being like riding through the Newtons of this State; but, from Tarrytown to Pleasantville, it is dusty and sandy and almost wholly unridable. The Ixion Bicycle Club has just taken new rooms at Wright's place on 59th street, same building with the Citizens Club. Bicycling is booming in New York. Hardly a night passes that riders are not out in numbers on the boulevards from 59th street to 155th. Atlanta Casino and Lion Park are the great attractions; at the former a regular dinner being given to *all bicyclers* at seventy-five cents rates. The Lion Park management charges bicyclers no admission fee. Many invitations to picnics and dances are extended to wheelmen. Mr. McEwen, who has assumed charge of the athletic department of the *Sunday Courier*, is official handicapper for the N. A. A. A., and is a right good fellow.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HANDBOOK," containing list of members, directors, consuls, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

COLUMBIA BI. CLUB.—Additional: Charles Carpenter, Attleboro' Falls, Mass.; W. E. Lull, North Attleboro', Mass.

FREMONT BI. CLUB.—Additional: Wilbur C. Koons, Fremont, O.

CLEVELAND BI. CLUB.—Additional: W. O. Beckwith, 974 Euclid avenue, Cleveland, O.; Andrew Jaynes, 1590, Euclid avenue, Cleveland, O.

MASSACHUSETTS BI. CLUB.—Additional: Charles W. Reed, 28 School street; Arthur G. Waterman, care of Carter, Harris & Hawley; Charles M. Cox, 2 India street; Fred. H. Ruggles, 186 State street; S. K. Flint care of Russ, Cobb & Co.,—all of Boston, Mass.

BRANTFORD BI. CLUB.—Additional: Fred. Westbrook, Brantford, Ontario, Can.

UNATTACHED.—H. Taylor Rogers, 1015 Vine street, Philadelphia, Pa.

CORRECTIONS.—S. W. Rose, Danville, Ill., should have been published 4 August.

GEO. E. TUTTLE of Rutland, was elected a representative for Vermont, but by oversight we failed to so mark his name in our list last week.

'Cycling Mems.

TRICYCLES of the regular Bath chair pattern—that is, with the steering wheel in front—are becoming more popular daily, and seems to be the best form of three-wheeler. The argument in favor of a rear steerer is, that in case of necessity the rider can jump clear of his machine, and thus save what might be an ugly fall.

I REMEMBER, on my first tricycle ride, the machine being a Harvard, my erratic course course brought me, with some violence, against a bank at the roadside, causing a hasty jump to clear the machine, which was rendered possible by the openness in front.

To catch the legs or clothing among the gearing, frame, or steering apparatus

of a front guider, when going at a good pace, would cause one to feel uncomfortable, to say the least.

THE length of backbone in the rear-steering class of machine allows of the carrying of considerable luggage, which overcomes, in a measure, the tendency of the rear wheel to "lift" when going at a good speed, up or down hill, or on a rough road.

But then one does not always want to carry luggage, and no one would think of carrying ballast on either bike or trike, except, possibly, that youth "Juvenis."

By the way, where is "Juvenis" lately? We have not seen or heard from him for a long time, although we believe he devotes considerable time to "saline dipping."

I WOULD like very much to see the young gentleman on a good trike of light make. Would'n't he make things fly?

A "TIP" for both bicyclers and tricyclers is: When you get a saddle which "fits," don't part with it, even if selling the machine. For four years, and on five machines, I have used one saddle; and each year's use adds to its value to me.

BE sure and have your seat at the right elevation, if you would obtain the best results, and enjoy your runs on the trike.

WHEN we say seat we really mean saddle, as they are the only proper thing for both sexes, as all experienced riders will tell you.

But be sure and have it fit you whether riding the double or single track machine, as pleasure may be turned to pain by an ill-fitting saddle.

IF your saddle hurts you or appears hard, try Hillier's recommendation, which is, to "wash the saddle thoroughly over with soft soap and warm water, rubbing the soap into a good lather; then rapidly sponge off all the soap, and rub the saddle as dry as possible; then with an old garment on get in the saddle, seat yourself carefully in your usual position, and ride quietly up and down the road for twenty minutes or so; then put the tricycle away and let the saddle dry thoroughly."

WE recommended this to "Penny" Knapp of the Bostons; but what was the result of the experiment, we cannot say.

Do not wear garments that wrinkle when riding, as this is a frightful source of discomfort to riders.

HAVE your bicycle or tricycle coated with Harrington's enamel instead of paint. The inventor is superintending its preparation for the Overman Wheel Company.

WITH a few more writers like "Steno," the bicycling public would demand the best makes of machines.

FROM forty to fifty pounds of material, if judiciously used and made by experts, will make a bicycle strong enough for any one.

I FIND a 38-pound machine to answer all my requirements, although it is a little lighter than I would recommend for a man of Capt. Hodges's weight.

DON'T aim at too large driving wheels, as they will place you at a disadvantage; especially is this advice good for American trikers, where the roads are not so conducive to easy running as in "Canary England."

HARRY VENABLES, in the "Cyclist Annual," recommends a driving wheel of not over 50 or 52 inches and for hilly country to have it geared down to 46 or 48 inches.

DON'T neglect to look well after the brake; have it strong, powerful, and easy of application.

THE Devon is highly recommended for this country, and I understand that Mr. Clark of the Boston Bicycle Club and Alpha Tricycle Club has ordered one.

IT is a double driver, front steerer, and has a swing frame, so that the rider is kept well over his work in ascending hills. LONDON W.

WE expect our second invoice of Sturme's Indispensable Handbook for 1882 this week (having information that it has been shipped), when orders already received by us will be immediately filled.

CORRENTE CALAMO

OVER a hundred bicycles were sold in New York last month.

H. L. CORTIS was married 3 August, and sails for Australia the 21st.

JOHN HARRINGTON of cradle-spring and enamel fame has returned to England.

EX-COMMANDER L. A. W. MUNROE has been to Lake George, attending the canoe regatta.

"DOT," the *Tricyclist* correspondent, and her sister, one day recently made a seventy-mile run on a Sociable tricycle.

SECRETARY WENDELL P. YERRINGTON of the Chelsea Bicycle Club is summing among the White Mountains, at Jackson, N. H.

"JARGE," Lacy Hillier, gives "Father" Weston a very neat notice in the *Tricyclist*, apropos of his visit to England and the Harrogate meet.

VICE-PRESIDENT PARSONS is summing at Menauhant, East Falmouth, Mass.,

and claims to have caught the biggest bluefish of the season.

"SAMMY SMUG," the "dog slayer," is rusticated at Wolfboro', N. H., and absorbing countless gallons of "Simms's best,"—says "Bunny."

CORTIS has done it! Twenty miles in 59m. 31 $\frac{1}{2}$ s! Also, three miles in 8m. 41 $\frac{1}{2}$ s! What will time amount to if this record-breaking keeps going on?

WE have received a photographic representation of Camp Kirk, the very successful bicycle camp recently inaugurated by the Champion City Bicycle Club.

"STENO" is projecting visits to Louisville, St. Louis, and Kansas, taking his wheel along to "blend" with the riders in those localities whenever occasion offers.

THE Kings County Wheelmen's active membership now numbers forty; and the club is in a flourishing condition, except that riding is somewhat in abeyance during the hot days.

NEARLY all the local and suburban bicycle clubs were represented at the various beaches and seaside resorts yesterday, and the unattached and ununiformed were to be met with everywhere.

STODDARD & LOVERING are doing a good business with the British Challenge this season. That handsome and substantial roadster has risen rapidly in favor of the old riders in the vicinity of Boston.

MR. W. R. MITCHELL of Provincetown, Mass., was in our office this week to get information about the roads between Boston and Portsmouth, he intending soon to journey to the latter place on the wheel.

CAPT. C. P. SHILLABER, of the Massachusetts Bicycle Club, while imprudently footing it about the rocks at Nantasket, slipped and sprained his ankle, and is consequently incapacitated from riding for several weeks.

MR. F. A. MILLER, the handsome president of the Susquehanna Bicycle Club, has sent us a handsome photograph of himself, mounted on his handsome D H F. Premier, which handsome and thoughtful conduct on his part we duly appreciate.

THE thirty days' limitation of the use of bicycles in Lincoln Park having expired, the commissioners are so well satisfied with the result that they have decided to extend the privilege indefinitely—a fitting recognition of the utility, as well as rights, of the wheel.

THE B T. C. Hand-book for the quarter commencing with July is received, and, besides correcting many errors in the April edition, contains much additional matter of interest and value to wheelmen, including a full list of the English chief consuls and their districts.

CAPT. E. C. HODGES of the Boston Bicycle Club has resigned his position as a member of the L. A. W. racing

board, the requirements of business not permitting him to give that personal attention to racing interests and correspondence which the office demands.

THE editor of the *Cyclist* says: "We fancy that the reason a tricycle goes up hill better than a bicycle is the result of no loss of power being occasioned by the necessity for keeping the machine on end by continually see-sawing, however slightly, the driving-wheel."

STALL has left the sea-shore and has been slashing about the Connecticut Valley in the vicinity of St. Johnsbury, Vt., during the past week. He reports a mixture of good and bad bicycling roads in that region, but he speaks enthusiastically of the grandeur and beauty of the scenery.

MR. ALFRED MUDGE, one of the oldest and most successful printers in Boston, and founder and head of the firm which prints this paper, died, after several years of ill health, last Monday, at Hull, where he resided with his family. He was a man highly esteemed in both business and social relations.

HOOD & Co., the famous "sarsaparilla" men, have sent us a set (four) of their beautiful card-board plaques to decorate our office. We never tried any of their alleged medicines; but the plaques have made us feel better since they were hung on our walls, as the sight of beauty in any form always does.

Now are the days when the wily and seductive agricultural fairs and the insinuating summer resorts send out their invitations to wheelmen to race for medals and the delectation of their patrons without obtaining the blessing of the L. A. W. on their proceedings. Beware of them, ye amateurs who wish to stay am.

THE invitations to the second annual tournament of the Buffalo Bicycle Club to be held 6 September are out and are very neatly gotten up. We have received one, but regret our inability to attend, having booked ourself for Worcester on the 5th; and it will be impossible to attend another race meeting so distant the same week.

FIFTEEN wheels were in line at the regular afternoon run of the Chicago Bicycle Club, 5 August, and but for rainy indications it would have been much larger. They covered about fifteen miles, supping at the South Park "Retreat," and heard the "Bells of Corneville" at Baum's Pavilion in the evening, Mr. Baum admitting the club at reduced rates.

A NOTE from F. W. Weston, dated on board the "Samaria," 31 July, says: "Shall be at Queenstown in a few hours. Liverpool on Wednesday. Splendid passage. Smooth sea all the way. No ice nor fog off the banks, and very little fog elsewhere. Party in the cabin only twenty-three, and as pleasant as I ever sailed with. All in best of health and spirits. We-I-I-I-I."

THE Ramblers Bicycle Club took a short run out through Dorchester and Mattapan, Sunday afternoon, starting about four o'clock, appearing for the first time in their new uniform of dark green serge, which looked very neat. During the hot weather months, runs of the club will not be called until late in the afternoons and the distances will not be more than from twenty to twenty-five miles.

ONE evening last week while Sec-Forbush of the Ramblers Bicycle Club was out riding, a twelve-year-old gamin attempted to insert a stick in his wheel; but Mr. Forbush lifted the youth under the chin with his foot, and the boy immediately did n't do it any more at that time; and that is a good way to serve such boys, many of whom ought to die young—but not on account of their goodness.

DR. A. G. COLEMAN of Canandaigua, N. Y., was invited by the president of the Kansas State Fair Association to take a party of five bicyclers to Topeka, Kan., to assist in the attractions of the State fair, about 12 September, the association to pay the entire expenses of the party. Dr. Coleman accepted, and has selected the following Rochester wheelmen to comprise the excursionists: W. J. Curtis, W. R. Barnum, R. A. Punnett, C. A. Smith, and F. B. Graves.

A PROMINENT wheelmen ordered a bicycle of one of our importing dealers last March, and recently received a notification from the dealer that it had arrived and asking how it should be finished. The gentleman responded that he would decide in a few days, but in a *very* "few days" received the information, apologetically tendered, that, having a chance to sell the machine to another party, the dealer had let it go; and naturally, the first customer feels indignant at that method of doing business (?).

OUR Gloucester correspondent wishes to inform "M. D. C." of Lawrence, that the regularly appointed L. A. W. hotel in that town is the "Gloucester Hotel" (formerly the "Atlantic House"), corner Washington and Main streets, now under a new proprietor, and where all wheelmen may be assured of cordial welcome and good treatment. When wheelmen visiting Gloucester want information about hotels, roads, etc., there, they should call on Consul J. T. Webber at the Cape Ann Savings Bank.

J. S. EMONS and F. J. Swartz of Poughkeepsie, N. Y., were in our office last week, they having left P. on Thursday, 3 August, to wheel to Boston, and arrived here Wednesday, 9th. They report the roads of New York and Western Massachusetts rideable but pretty hilly. The riding between Pittsfield and Springfield was tolerable, but from the latter place to Worcester execrable, the long drouth having broken up the road-beds to deep sand and dust, necessitating a great deal of walking. This side of Worcester, however, everything was lovely.

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WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOPEDIQUE.— Weekly. L. P. Devillers, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, \$2.50, including postage and cost of P. O. order. E. C. Hodges & Co., Boston.

TRICYCLING JOURNAL.— Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by Henry Sturme, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. E. C. HODGES & CO.

TRICYCLIST & WHEEL WORLD ANNUAL.— Yearly, 1882. Edited by C. W. Nairn and Henry Sturme. Published by Cliffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE "INDISPENSABLE" BICYCLISTS' Hand-Book for 1881, edited by Henry Sturme, gives accounts of all bicycles in the market, latest novelties and improvements in construction, a complete directory of manufacturers, with copious addenda of latest introductions, and should be read by every rider and all who intend to purchase a machine; 300 pages and 150 illustrations. Fifty cents. Orders received by E. C. Hodges & Co., 8 Pemberton square, Boston.

THE TRICYCLIST'S VADE MECUM.— A complete guide to tricycling. Contains particulars, illustrations, and latest improvements of over 150 tricycles; also, articles upon tricycle riding, how to ride, touring, race records, club choice of tricycle, fastest times, etc., etc. Charles Cordingley, publisher, Hammersmith, London, W. Eng. Fifty cents, post free. Orders taken at BICYCLING WORLD office.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882.— Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Welford, editor of *Cycling*. Paper, 40 cents; cloth, 65 cents, postpaid. E. C. Hodges & Co., 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

HAND-BOOK OF MODERN TRAINING.— A complete résumé of the most approved method of Athletic Training, 25 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

CORTIS ON TRAINING.—"The Principles of Training for Amateur Athletes, with special regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. E. C. HODGES & CO., 8 Pemberton square, Boston.

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The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

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NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. GILMAN BROTHERS, Nashua, N. H., P. O. Box 1,590

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 77 State street, Chicago, Ill.

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THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

TO DEALERS.—For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, T. B. JEFFERY, 38 and 40 Canal street, Chicago, Ill.

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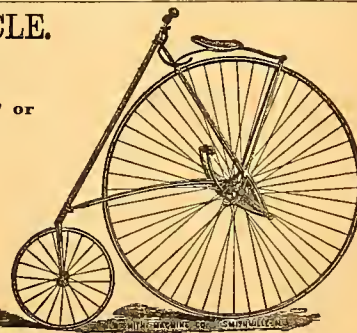
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BICYCLING LITERATURE.

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Patent File and Binder for World.....	2 00
American Bicycling Journal, bound in cloth.....	1 00
L. A. W. Hand-Book, 1881.....	4 00
Sturmer's Indispensable, 1880.....	15
1881.....	30
American Bicyclist, by Charles E. Pratt.....	50
Velocipede, History of.....	60
Lyra Bicyclica; Poems by J. G. Dalton.....	30
	60

We have a supply of the following bicycling literature which we will send postpaid at prices named:—

Cycling Sketches, cloth.....	\$1 00
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Photographs of Wheelmen at Newport.....	2 00

SUBSCRIPTIONS.

Cyclist, Coventry, England (weekly).....	2 00
Le Sport Velocipedique, Paris (weekly).....	1 75
Bicycling News, London, England (weekly).....	3 50
Bicycling Times, London, England (weekly).....	3 50
Tricycling Journal, London, England (weekly).....	2 00

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This department contains everything that is new and serviceable, and nothing that is old and obsolete, and are from the best English makers.

Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

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TRICYCLES.—Meteor, 40-in wheels. Slinger folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroche single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

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THE Bicycling World

The Official Organ of the League of American Wheelmen.

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Volume V.
Number 16.

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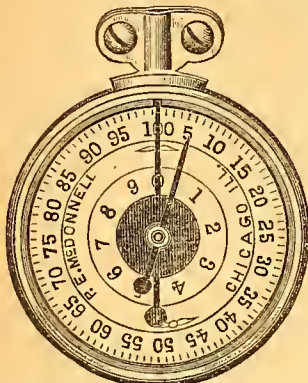
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Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

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For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

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The long hand is stationary, being merely a pointer; the

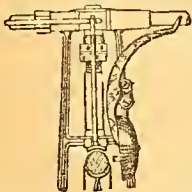
outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2½ oz. Made for any sized wheel, nickel-plated, and well finished. Price, \$4.00. Gold plated with name engraved (for prizes), \$10. FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

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These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00. Send for circular.

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(Patented by T. S. Miller.)

The only lamp in the market that destroys shadows cast by tire and spokes. The flame will not blow out or shake out. The reflector and glass being as large as can swing in an ordinary wheel, insures a light of immense intensity, and removes all objectionable features to night riding. Illustrated descriptive circular sent free on application.

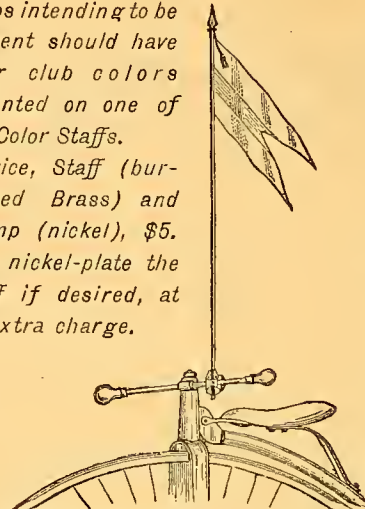
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T. B. JEFFERY, 40 S. CANAL ST., CHICAGO.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 56-inch Special Columbia; full-nickelled; new this season; used very little; in first-class condition; price \$120; transportation free. Address F. C. BISSELL, Neenah, Wis.

FOR SALE.—A 48-inch Standard Columbia; run less than fifty miles; good as new; price boxed, \$70. Also a 54-inch Excelsior cyclometer, \$5.00. Address at once H. R. BRYAN, Hudson, N. Y.

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FOR SALE.—A 48-inch Mustang, 50-inch Mustang, 50-inch Special Challenge, 52-inch Standard Columbia; all in use now, and in good running order; will sell low. PETER VALENTINE, Dunkirk, N. Y.

WANTED.—A 53-inch wheel; any style or make; new or second-hand. Address stating price, and giving full description, CLARENCE H. JENKINS, 1712 West Chestnut street, Louisville, Ky.

FOR SALE.—A 55-inch Royal Mail, for light road-ing and racing; the lightest, strongest, and best machine in the country; used by all the best riders in England; 1 and 25 mile Union championship, won on a Royal Mail; professional championship won on same machine. Only reason for selling, too small for owner; cost \$140; will sell for \$125. Apply D., this office.

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First-Class Bicycles!

I have a stock of all sizes of machines of my own make on hand and ready for immediate delivery. They are well made, and warranted first-class in every respect.

All kinds of repairing on bicycles done with care and despatch.

A. M. GOOCH, Newton Centre, Mass.

THE BEACON PARK COMPANY will open the Bicycle Track at Beacon Park on Wednesday, Aug. 30. The Track will be let for Races and Training purposes. J. S. Prince will be in attendance. Training tickets for the season, \$5. Address THE BEACON PARK CO., 8 Pemberton square.

Second Annual Parade and Race Meeting

OF THE

MONTREAL BICYCLE CLUB,

(Affiliated with the Montreal Amateur Athletic Association and League of American Wheelmen.)

Saturday, 2 September, 1882.

2 OPEN EVENTS (1 mile and 5 miles).

Gold and Silver Medals in each.

Entries (sec.) close 30 August, to the Secretary of the Club, P. O. Box 1733. Wheelmen are requested to give name of club. Unattached wheelmen must furnish satisfactory credentials of their standing as amateurs.

J. D. MILLER, Hon. Sec.

THE Buffalo Express is "all at sea" about bicycling, as the following will show:—

An Express reporter was standing at the foot of Main street, yesterday, talking with an old "salt" just from below, when a tall young man came to the dock astride of a nickel-plated bicycle. The old man eyed the machine for a minute or two, and then turning to the reporter, said, "Say, shipmate, what sort of a craft is that?" The reporter told him that it was a bicycle. Just then the rider turned his wheel in a graceful curve across the street toward the tug offices, the sunshine glancing from the polished spokes, and throwing flashes of light in every direction. "Bicycle, hey?" said the sailor, "pretty spread o' canvas she's got, ain't it?" As the reporter assented, the bicyclist had got to the middle of the street on his return. Going slowly, he got a heavy jolt from the street-car track. The sailor smiled as he said, "Thought his cargo was going to shift when he was in stays that time. He'd a carried away his figure-head if it had, would n't he?" The reporter once more assented. The sailor broke off a splinter from a stave clipping and put it in his mouth, and as the wheelman took a turn close in by the freight-shed, the man of the sea looked him over carefully, and asked, "She can't charter for anything but telegraph poles, can she? 'Spose she'd stand it with a cargo of pig iron on deck?" The reporter explained that a bicycle is wire-rigged, has iron arches, and when well made, was never known to be hogged or to open her seams, even when she got on a lee shore. The old man looked on musingly for a while, and then said, as the bicyclist started up the street again, "It may be so, shipmate; I don't dispute ye; but they're too crank for me to ship on. I've served as quartermaster on an India packet goin' round Good Hope many a time, but I never see as steady a hand on the tiller as that feller's got, a keepin' her full and by as she goes up street thar."

MR. J. CALKINS of the Chicago Bicycle Club, while riding in that city, was maliciously upset by a street railway laborer, who raised a rail across his path, at the junction of Clark and Washington streets, and he was severely injured, besides having his machine badly broken.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

One year, in advance.....	\$2.00
Six months ".....	1.00
Three months ".....	.60

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WILLIAM E. GILMAN. EDITOR.
J. S. DEAN. EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. PUBLISHERS.

To Contributors.

Write only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 25 AUGUST, 1882.

THE TRICYCLE.

THE rapid increase in the use of the tricycle in England argues well for its popularity, and the accounts of long road rides convince one of its utility. Instead of being antagonistic to each other, the riders of the bicycle and the tricycle are friendly, and the latter bring into the wheel world a class of people who, by reason of sex, age, timidity, or other causes, would never have attempted the use of the bicycle. The tricyclist's enthusiasm over the beauties, benefits and capabilities of his machine has not been nurtured and increased by theory, but by the same practical tests which developed the use of the bicycle as a valuable means of locomotion, and an exhilarating and healthful method of exercise and pleasure. The bicycle, for pleasure, ex-

citement, and speed, will probably ever maintain its premier position, although some feats have been accomplished on the tricycle which skill, muscle, and endurance would be needed to exceed or even equal on the bicycle. The safety and carrying capacity of the tricycle makes it particularly desirable for extended tours where comfort is sought rather than excitement and speed. We welcome, then, the three-wheeler, as having a tendency to increase the popularity of all athletic sports of the purest and best character, and especially to enhance the interest of our own particular pastime.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

KENTUCKY BI. CLUB. — At a meeting held 9 August the following were elected officers for the ensuing six months: A. Cornwall, president; Charles H. Jenkins, captain; W. Bird Sale, first lieutenant; B. G. Crawford, second lieutenant; John Adams and Benjamin S. Croy, guides; Clarence H. Jenkins, bugler; Gregory and Allison, members of club committee. A club race for September was discussed, but laid over for the next meeting. The club will be incorporated this month.

THE Missouri Bicycle Club, which seems never to be idle under its "pushing" president, Garvey, has issued an anniversary souvenir for 1882, in the shape of a large folding card, handsomely embellished with Lowell's popular steel pictures, and containing a list of the members and their mounts, records of notable club events, and a selection of bicycle songs.

RACES

Coming Events.

28 and 29 August. Columbus, Ohio. League of Ohio Wheelmen annual parade and races. Entrance free; entries close twenty-four hours before races, to C. J. Krag, secretary, Columbus, Ohio. Competitions open to members of the L. O. W. only. Races run under L. A. W. rules.

2 September. Montreal. Annual races of the Montreal Bicycle Club. Open to amateurs only, and unattached riders must furnish credentials. Entries (50 cents) close 30 August, to Secretary Montreal Bi. Club, Box 1,733, Montreal, Can.

4 September. First annual parade and tournament of the Canton Bicycle Club, Canton, Pa. The following events will take place: Quarter-mile dash; half-mile dash; trick riding; one-mile dash; one-mile dash for championship of Canton; hundred-yards slow race; two-mile dash; five-mile dash. All races except the championship open to all amateurs. Suitable prizes for all events. Entries free, to E. L. Davenport, captain, Box 95, Canton, Pa.

5 September. Worcester, Mass. New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Aeonus Wheel Club. Entries to be made before 4 September, to E. F. Tolman, secretary, 195 Front street.

6 September. Buffalo Bicycle Club tournament. Address Chas. K. Alley, corresponding secretary, corner Perry and Mississippi streets.

9 September. New York. Fifty-mile bicycle race at the Polo grounds under the auspices of the Manhattan Athletic Club, to start at 3.30 P. M. Three prizes, gold medal each. Entries, \$1.00, close 14 September, to F. J. Graham, secretary.

16 September. Boston Bicycle Club twenty-mile championship race. Place to be announced.

20 September. Springfield, Mass. Bicycle tournament under the auspices of the Springfield Bicycle Club. C. K. Ferry, secretary.

26 October. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

CONEY ISLAND, N. Y., 5 AUGUST. —

A six-days' professional bicycling contest took place at the Sea Beach Palace Hotel, commencing 5 August, at three o'clock P. M., and ending at 9 o'clock on the 10th. The terms were, that W. J. Morgan should ride six hours daily, and that Mlle. Armaindo and Miss Von Blumen should ride against him three miles each daily alternating every half hour. The race resulted in favor of Morgan, who covered 467 miles 8 laps (the track is a nine-lap one) to the women's 466 miles 2 laps. The scores were as follows: —

MORGAN.

	Miles.	Laps.
Saturday.....	71	4
Sunday.....	149	2
Monday.....	227	2
Tuesday.....	303	8
Wednesday.....	385	4
Thursday.....	467	8

MISS VON BLUMEN.

	Miles.	Laps.
Saturday.....	36	5
Sunday.....	76	1
Monday.....	114	1
Tuesday.....	150	5
Wednesday.....	188	1
Thursday.....	229	5

Mlle. ARMAINDO.

	Miles.	Laps.
Saturday.....	40	8
Sunday.....	81	1
Monday.....	116	2
Tuesday.....	155	1
Wednesday.....	195	8
Thursday.....	236	5

CONEY ISLAND, N. Y., 13 AUGUST. —

A most interesting bicycle race was held the 13th inst., at the Sea Beach Palace Hotel, the contestants being Mlle. Louise Armaindo and Miss Elsa Von Blumen, and the distance fifty miles. Mlle. Louise, before starting, expressed her determination to beat her 45-mile Boston record, which was 3h. 13m. 4s.; Prince, who rode against her, covering fifty miles in 3h. 12m. 38½s., making forty-five miles in 2h. 50m. 54½s. Mlle. Armaindo rode her first mile in 3m. 54½s.; five miles, 20m.; ten, 41m. 17s.; fifteen, 1h. 2m. 30s.; twenty, 1h. 23m. 14s.; twenty-five, 1h. 45m. 17s.; thirty, 2h. 8m. 20s.; thirty-five, 2h. 29m. 30s.; forty, 2h. 49m. 59s.; forty-five, 3h. 10m. 48s.; fifty, 3h. 31m. 14½s. She rode 14½ miles in one hour, 28½ in two hours, and 42½ in three hours. This is remarkable riding for a woman, and although it beats records in none of the distances, it is noteworthy as surpassing any previous open-air times in some of the last miles. Throughout the journey Mlle. Armaindo never left the saddle, and made but one stop in the fifteenth mile to have the bicycle oiled. Miss Von Blumen was not in any condition to go a long distance, but she made

eighteen miles and one lap in 3h. 30m. 55s., out of which she rested nearly half an hour. While on her fifteenth she had the misfortune to run against Mr. Morgan, the bicyclist, who was helping Mlle. Armaindo, and in the spill she hurt her hand severely, but pluckily kept on until time was called. Mlle. Armaindo rode 14½ miles in the first hour, 28½ in two hours, 42½ in three hours.

NATICK, MASS., 19 MARCH. — There were several bicycle races, in connection with other sports, held at Elm Park, Natick, last Saturday, the first, a one-mile event for a gold badge, being won by R. F. Stahl of the Boston Ramblers, in 3m. 38½s. A slow race of one hundred yards was next on the programme; and Chas. S. Howard of the same club won it by lingering along the track 1m. 42½s., and received a silver badge. The final bicycling event was a race of twenty-five miles between W. A. Norton and Dexter Leland, the latter being allowed a start of two miles. The scratch man won in 1h. 57m., Leland covering his twenty-three miles in 1h. 57m. 37s. There were a large number of spectators.

THE grand meet and parade of the Ohio wheelmen at Columbus, next Tuesday and Wednesday, promises to be a more brilliant affair even than that of last year.

CORTIS AGAIN BEATS THE RECORD. — The announced race for twenty miles between H. L. Cortis and the Hon. I. Keith-Falconer, in which both were to attempt to do twenty miles within the hour, came off 2 August at Surbiton, in the presence of about 1,000 spectators. Keith-Falconer, however, for some reason, retired during the seventh mile, while Cortis kept on, and, with the aid of good pace-makers, lowered his previous twenty-mile record over 11s., covering the distance in 59m. 20½s.

TWENTY-FIVE MILE PROFESSIONAL CHAMPIONSHIP. — At Leicester, 5 August, an exciting and close race for this championship was decided in favor of R. Howell of Coventry, in 1h. 24m. 15s., A. E. Derkinderen of Coventry 2d by half a yard, and F. Wood of Leicester third, close up. G. W. Waller of Newcastle, F. DeCivry of Paris, and C. R. Garrard of Uxbridge were the other competitors.

IN races at the Crichton Bicycle Club meeting on the Crystal Palace track, where Cortis made his twenty miles inside the hour, running against time, W. R. Adam of the Oxford University Bicycle Club won the final heat of a three-mile race, in 8m. 41½s., breaking the previous record.

IN the games of the Montreal Canadian Society, held at Montreal, Can., 5 August, T. C. Holden won a three-mile bicycle race against five other competitors.

W. M. WOODSIDE, according to the *News* correspondent, continues to win laurels in Ireland. At Belfast, 5 August,

he won one-mile and two-mile scratches, and one-mile and two-mile handicaps from scratch, the last two in 3m. 32s. and 7m. 28½s., respectively. At Ballymena, the 8th, he captured three-mile and five-mile handicaps, from scratch.

JOHN KEEN and F. WOOD competed in a twenty-mile race at Crystal Palace, 5 August, the former winning by barely a yard in 1h. 6m. 29½s.

ALBERT PIERCE (colored), of New York, won second place in trial heats twelve and thirteen (amalgamated) for the all England professional one-mile handicap at the Molineux Grounds, 7 August, by which he secured a position in the second round of trials. His time was 2m. 51½s., with 180 yards handicap.

JOHN S. PRINCE made a quarter-mile in 36½s., 20 August, at the Chestnut Hill reservoir, — flying start.

WE erroneously announced that the fifty-mile bicycle race under the auspices of the Manhattan Athletic Club will be held at the Polo grounds. It will be at the Club's grounds, corner 56th Street and 8th Avenue.

WILL R. PITMAN has been elected a member of the Bicycle Touring Club. Mr. Pitman is entered for the ten-mile race at the polo grounds, Saturday, 2 September, although, as he assures us, ten miles is not his distance.

THE *Wheel* says Keen and Vesey are coming over here in a few weeks, and possibly Waller with them. The same paper avers that Vesey intends to become a professional; but this we very much doubt.

PRINCE will be pushed for all he is worth next week (Saturday) at the Manhattan Polo Grounds, to overtake Louise Armaindo's three-mile handicap, provided she is in good condition.

WE understand that Burnham, the Newton bicyclist, who won the mile and a half straightaway at the 4 July races on Boston Common this season, will participate in the Worcester events of 5 September, and if the intimation of our New York correspondent "Gifford" is true, Will R. Pitman will have another chance to try conclusions with him.

WHAT lots of interesting events for wheelmen to choose from! Columbus meet, 28 and 29 August; Montreal races, 2 September; Worcester parade and races, 5 September; Buffalo tournament, 6 September; 50-mile race in New York, 9 September; Boston Club championship, 16 September; Springfield tournament, 20 September, and Philadelphia bi-centennial, 26 October.

MR. L. W. CONKLING of the Chicago Bicycle Club, who now rides a 61-inch wheel, tried a run of five miles against time Saturday afternoon, 12 August, the course being around the gallery of the Exposition Building, sixteen laps to cover the distance. His previous record was something over eighteen minutes. A

young man named Stevens set the pace for Mr. Conkling, taking three-quarters of a lap start. Conkling started at a quick pace and kept it to the end, making the five miles in just 16m. 12s. Efficient timers were present, and the sixteen laps made really a few feet over five miles.

CORTIS now has all the records from four to twenty miles, inclusive.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Bicycling in Belgium.

Editor Bicycling World:—Bicycling is not quite what it should be in this country, but that is possibly the fault of the "boys." All the roads are paved with the famous Belgian pavement, and such paving for bicyclers is enough to discourage any one of us. I am talking of Antwerp and vicinity; so don't make a mistake and call upon me to answer a series of letters disputing my assertion, as I am well aware they are good — for teaming.

The few wheelmen here do not seem to partake of our spirit for a long run, preferring to stick to the Boulevard; have never met one outside the walls. I stuck to the same track till I found that the old quotation concerning familiarity and contempt was really true; then I made up my mind on Saturday to do something the next Sunday. At nine o'clock (very early for Sunday) I started for the canal, determined to try a run on the dike; but unhappily for the machine and myself, got on the wrong side, — viz., the one used by tow horses. After a half-hour of bad riding I began to think the boys were judged too harshly, and the "judge not," etc., of my conscience was quite as good as a Sunday sermon.

All of a quickness I dismounted, and while unscrewing the broken spoke caused by the effect, was hailed by a boatman, who with much exertion made me understand that for ten centimes he would put me on the other side; I struck the bargain and went. The path looked good, but risky, the place I could take for riding being about ten inches wide, and then a steep slope of some six feet to the water. If the path had been in the centre I should have been happy, but decided to risk it. Mounted without accident, and after a short run got used to the position and began to enjoy it. Ran along in this manner for eighteen kilometres, the canal and the queer Dutch boats on one side, meadows and the scent of fresh hay on the other; passing every mile or two little bunches of houses that clustered close to the locks. The young ones at these places were a confounded nuisance, running after me, till, sick of their company, I was obliged to spurt away and leave them. At last I began to think of refreshments, and at

the next village stopped to take the favorite drink of the Flemish, — a little glass of gin and a large glass of beer. I assure you it is not — a temperance drink.

Axiom I. Sixteen kilometres with wind at your back is better than eighteen with wind ahead; so I concluded to run to Lierre, and take the train there for home. A good road and no water to fall into braced me up; perhaps it was the refreshments, — just as you say. The sixteen kilometres to Lierre was made in one and a quarter hours, and the curiosity excited was enough to flatter the vanity of any long-stockinged League man. From Lierre to Anvers by train, by which just missed a wetting by a shower that had been after me for half an hour. Made note: Good road and refreshments; try luck again next Sunday.

GRM. S. BELL.

ANVERS, BELGIUM, 11 July, 1882.

Hamilton.

Editor Bicycling World: — At a meeting of our bicycle club held 15 July, in the president's office, it was voted that the club join the L. A. W., and other important business was transacted, including arrangements for a run into the country and a picnic (unaccompanied by ladies), which latter event was successfully carried out one week later, and proved a most enjoyable affair.... A movement is on foot here and in other Canadian wheel towns to form a League of Canadian Wheelmen, and afterwards, possibly to try and effect an amalgamation with the L. A. W. under the style of the League of American and Canadian Wheelmen.

EUREKA.

HAMILTON, CANADA, 29 July, 1882.

Limited Club Membership.

A SERIOUS evil, which threatens the existence of nearly all bicycle clubs with a large membership, — say of more than twenty, — is the heterogeneous elements of which such clubs are usually made up. Every club man can call to mind instances where a few members, probably only one or two, have created endless discord and annoyance by their entire want of sympathy with the general tastes and tendencies of the club. There are few large clubs to-day which do not contain within themselves two or more rings or cliques, each trying not always openly, to control affairs as it thinks best. Our poor human natures are so conflicting, that many of us cannot very well pull together; and when the least opportunity offers, factions are certain to spring up, the members drawing apart into more select circles, as social ties, old-time friendship, rivalry on the racing path, or "elective affinity" may determine.

One reason for the unfortunate prevalence of these rings is the want of care in the selection of members. As a rule, the mere possession of a bicycle is a sufficient credential to entitle a wheelman to membership in a club; though why the simple purchase of a wheel

should entitle one to standing in a community, or assured compatibility of tastes, is not at once apparent. Other interests should be looked to. Social ties are the strongest in every community; and any organization which overlooks these in its membership is bound to suffer the consequent annoyance of cliques and rings. Bicycle clubs have too often had for their object the mere accession of numbers, — at least our Western clubs must plead guilty to this charge. The only remedy that seems clear at present is the formation of limited clubs, — clubs with a limited membership, say of not less than eight, and never more than twenty.

The advantages which a limited club offer are apparent on a moment's reflection. First and most important is that of a closer bond of union consequent upon more rigid scrutiny in admission to membership, members of a limited club having usually some other community of interest besides the bicycle, and a necessarily more intimate acquaintance with one another. In a club of this kind, — say of twelve members, — each person feels his own individual importance and acts accordingly. Meetings, runs, etc., are scrupulously attended by all, each member feeling his own presence to be necessary to the success of the affair. He recognizes the fact that he is one twelfth of the entire club, and will certainly be missed; whereas, when he constitutes but one fortieth or one sixtieth part of the club, the natural reflection is, Well, there will be enough without me. Then, too, in a limited club, each man does a fair share of the work, and hence is personally interested in every minutia of club affairs; while in a larger organization the work must fall upon a few, who are really imposed upon, the rest of the members hardly knowing what is being done from week to week. In cities where there are a large number of riders, how preferable it will be to have, say, instead of two clubs, with a combined membership of seventy, half a dozen limited clubs, averaging twelve members each! These six organizations would, by a natural system of friendly competition and rivalry, tend to keep one another up to the highest standard in riding, drill, dress, and general courtesy, and would increase the interest in bicycling manifold. If it be urged as an objection that such clubs would not be able to maintain club-rooms, racing paths, etc., I would say, Let all the clubs in one city unite under one management for such purposes. Just as the clubs throughout the country acknowledge allegiance to the League, so can the clubs in cities unite under one head in the use of club-rooms and racing track.

As the bicycle comes into more general use, and applications for membership to standing clubs increase daily, something in this direction must be done if pleasant club organizations are desired to be kept intact. The Milwaukee Bicycle Club has within it the Milwaukee Touring Club (limited), composed of twelve

gentlemen, whose "affinity" (as Goethe calls it) consists, I believe, simply in living on the same street. Similar experiments are about to be made elsewhere, and many Western wheelmen would be glad to hear, from one who has tried both organizations, the comparative merits of limited vs. unlimited clubs.

FAD.

CHICAGO, 5 August, 1882.

The Ideal Uniform.

Editor Bicycling World: — Please allow me a little space to put in my idea of what I call an "ideal" uniform. A uniform for a club should have individually a modest, and as a club, a striking and pleasing effect. In choosing colors, care should be taken to have such colors as are becoming to the complexions of the wearers. Now, as black or very dark shades, green, or blue are becoming to every one, let us adopt one of these and call it ideal; say black. The coat and vest also should be cut in a style so that the owner may wear it with pantaloons as a summer suit; therefore adopt each summer the summer style of sack coat as the uniform style. This will be great economy to the club men. Corduroy and velvet seem to be as much out of place on the bicycle as on the street; they are too loud. A man is conspicuous enough on the wheel without making himself more so by his dress. We have now got a coat and vest, say of black serge or chevot. Celluloid collars and cuffs are the appropriate thing for the wheelmen. Breeches can only be worn when riding, so they may be of the same or a contrasting color to the coat. Now, Nova Scotia homespun goods seem to fill the bill; breeches made of this cloth are very durable; color is light gray, which makes a pleasing contrast to coat; it is not loud and does not show dust; may be washed indefinitely. A light black cord down the outside seam has a fine effect. Black stockings make the member of our body of which most wheelmen feel proud look small. They also creak the skin, unless made of silk, which are expensive, and therefore are not "ideal." Gray ribbed stockings do justice to the calf, so they seem to be right. Shoes of russet or black leather look very well; either I will call good, but patent leather "ideal." A helmet of the summer style made of black serge would be good; a pearl helmet cooler; but a polo abominable, and too law-de-daw for any use to wheelmen. The Boston Club cap, if there was a little more of it, would be "ideal."

Now what have we for a uniform? This is a digest of it: Boston cap,* or pearl helmet; coat and vest of black serge; breeches of Nova Scotia homespun; gray stockings; shoes, russet or patent leather; celluloid collars and cuffs. This suit is modest and attractive, is fit for gentlemen of all ages, is cheap; for the shirt, pants, hat, and stockings are the only extras. T. SQUARE.

CHICAGO, 6 August, 1882.

* The Boston Club cap is the coolest and most comfortable head gear we ever used while riding — not even excepting the lightest straw hat. — EDITOR.

Milwaukee.

Editor Bicycling World:—The Milwaukee Bicycle Club is still alive, although somewhat slow in its movements at present. Three of our members, "Bugler Birk," "Bony Fritz," and "Dutchy Herman," had a pleasant spin by moonlight last Saturday a week, to Waukesha, about eighteen miles, and spent the night, putting up at the Mansion House, and leaving next morning at nine o'clock for a run on the roads of Waukesha County. For about eight miles the roads were excellent, but after that, many unridable hills were encountered; but the fine views from the tops of these amply compensated for the walk-overs. Waukesha County has some of the finest scenery in the State, it being dotted with lakes, and having heavy forests as well as splendid farms. It is a favorite resort of Southern people, and is becoming more so every year. The wheelmen arrived at the village of Mukwonago in time for a substantial dinner, after which they proceeded to their destination.—Crooked Lake, near East Troy. This is a new summer resort, opened this year. It is one of the finest places in the county; the lake is full of fish, and the woods full of game. The hotel is new and built on an island. It has all the modern improvements; and one of the delicacies of the table is frogs-legs, of which there is an abundant supply to be had from a pond kept for the purpose. There is also a nice little pleasure steamer on the lake of which our party availed themselves. After supper they started on their return, stopping for the night at Mukwonago, intending to remount at five o'clock next morning for their thirty-mile run back; but a rain during the night made the roads so bad that they concluded to take the train at a station eight miles distant. They had many adventures covering that eight miles, but reached it in due time, and arrived home, healthful, happy and hungry. The club is not doing much riding as a club, but individually there is considerable. Captain Hathaway is yachting around the great lakes, and Secretary Friese has recently taken a run to Madison. But the fall season is approaching, and with its advent the cyclers' spirits will brighten. HUB.

MILWAUKEE, 9 August, 1882.

About Cleveland.

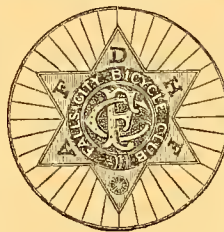
Editor Bicycling World:—Dr. Chas. P. Prunyn, president of the Chicago Bicycle Club, spent last Saturday and Sunday in the Forest City, and on Saturday, accompanied by one of the members of the Cleveland Bicycle Club, took a spin on our famous Euclid avenue to Wade Park, and after a short ride through its delightfully cool and shady drives, proceeded to Lake View Cemetery, where rest the remains of our martyred Garfield. After spending some two hours admiring the beauties of this "City of the Dead," we remounted and returned to the city via Prospect street

to Lake View Park; thence across the Viaduct to the West-side Circle, where we dismounted and slaked our thirst in the cool (?) waters of the fountain. From there we returned to 147 Ontario street, stabled our steeds, and sought a convenient bath-house. Although the doctor was obliged to cramp his long legs under the handle bar of a fifty-four, and notwithstanding the fact that the thermometer stood somewhere up in the nineties in the shade, he declared it was one of the most enjoyable rides he had had in a long time. Sunday morning was spent at church, and the afternoon in a stroll about our streets and parks until about four o'clock, when we wended our way to the wharf, and the doctor bade us farewell and boarded the steamer "Prussia," for Mackinac, where he will spend some few days before returning to Chicago. The doctor is a genial gentleman, and will always be accorded a warm welcome whenever he may favor us with a visit. REX.

CLEVELAND, OHIO, 9 August, 1882.

Louisville Notes.

Editor Bicycling World:—Your proposition to print the badges of the different bicycle clubs throughout the country strikes me as an excellent scheme, and I send herewith a cut of the Falls City star set in a wheel. The badge is of gold, and the exact size represent-



ed. The star alone forms the badge, the wheel having been added as a fancy of the engraver who made the cut. Being thus introduced to our colleagues through your kind medium, they will consider that we bow with all the deference due them as brothers in wheel, and our Goddess (who wears the club badge with becoming pride) will smile with such bewitching sweetness that some of the most susceptible must be excused if they take a sudden header into the arms of Cupid. I will therefore inform all such giddy youngsters that while our Goddess has a decided hankering after all lads who turn the wheel, her partiality for those of the Falls City, and especially our beloved president, is as immovable as the mighty rock of Gibraltar. So none o' yer tricks, young men!... A serious accident to an old lady, caused by a careless wheelman, awakened our city dads to the necessity of a dose of their parental restriction, and wheelmen of this city are now required to use bells at all times, and lamps after dark. The mildness of this ordinance was so unexpected that the boys forgot to kick, but rather congratulated themselves upon the possession of so much influence, the vote which made the ordinance a law having stood eleven to seven. ... Speaking of lamps, I wish to put in a claim for the best long-distance lamp

record. Leaving Louisville last Saturday night at 10.15 o'clock, the match was applied; arriving at Middletown, twelve miles, at twelve o'clock, an hour and an half was wasted trying to awake the hotel-keeper from his blissful slumber, but, failing, we remounted and rode three miles farther to another tavern, where at 2.15 o'clock the light was extinguished. During the intervening four hours the lamp burned without any attention whatever, and the light did not perceptibly diminish in volume. The lamp used was a large size Columbia, filled with three fifths lard and two fifths coal oil. I would like to hear from any one having a better record, the make of lamp and oil used to be stated; the test to be a practical road ride. Night riding is becoming very popular, and such discussion will tend to improve the bicycle accessory that is now the furthest removed from perfection.... Quite an amusing contest, and one that will prove of interest to wheelmen generally, has been going on in Louisville for some time past. One of our best roadsters, having been converted to the Star bicycle, sold his bike and ordered one of the much-abused variety, and became an enthusiastic advocate of its advantages as a roadster. The boys did not take kindly to the new wheel at first; in fact, were rather inclined to ridicule the whole thing, and dark threats of what would be done with the Star man when he was caught out on the road became frequent. As a consequence, every road ride in which the Star participated thereafter was a race, and the life they led that poor fellow was really shameful. Singly and collectively, our best and fastest riders tackled the Star man, and tried to pump the wind out of him; but he was game, and stayed with them wonderfully well, thus far neither party having gained a very decided advantage. In hill-climbing, practical experience has proved the two bicycles to be about equal, with slight odds in favor of the old style. On a down grade the Star takes the lead; although with recklessness characteristic of Louisville riders, necks have been freely risked to maintain the superiority of the crank machine. On a level road the rotary is still largely in favor, and is certainly the faster machine. As a result of this conflict, respect for the Star has greatly increased, and several orders have been turned in from this vicinity, with a number still lingering in an awful state of uncertainty. VEDETTE.

LOUISVILLE, KY., 11 August, 1882.

Cadiz Notes.

Editor Bicycling World:—As the subject of bicycle transportation charges is being discussed in the WORLD, I wish to state that the Pittsburg, Cincinnati, and St. Louis Railroad, running from Pittsburg to Columbus, and from there to Cincinnati, St. Louis, and Chicago, have "instructed their baggage masters to carry bicycles, as baggage, free, at the owner's

risk." This I learned from the manager of the line, in reply to a letter of inquiry. I have no trouble in taking my machine to any point on this road; but a rider here, who was not aware of this, paid one cent per mile for his wheel, while on a trip recently. I would therefore advise all wheelmen having occasion to travel over this line to procure a personal permit from the manager, James McCrea, of Columbus, or if the baggage master compels you to pay for your wheel, ask him to give you a receipt, and have the money refunded from headquarters. . . . The Expert is the favorite wheel in this locality. It is certainly a first-class machine, but its weight is, however, a very *heavy* point against it. A 52-inch full-nickelled one, complete with saddle, pedals, and tool-bag, weighs forty-eight pounds; without these, forty-five, which is three pounds more than represented on the catalogue. The Expert forks will compare with any in the world for strength, beauty, and stiffness; the head is rather small for such a heavy backbone and rear wheel, as the latter, even when running over smooth roads, seems to move along by jerks. The Columbia ball bearings, as applied to the Expert, are not so easy running as they should be, and if they were double balls they would be much preferred by all the riders here. Corrugating the backs of the cranks for pedal adjustment is a decided improvement, as are also parallel pedals over coned ones. The saddle springs on nearly all these machines made last spring were a great deal too stiff; but lately more attention has been paid to this point, and now the springs, when made to weight, are nearly equal to Harrington's "Cradle." The handles are of a nice size and appearance, but do not tend to absorb the vibration, as rubber handles should, any more than if made of wood, while they are continually coming unscrewed when riding up-hill. But taken altogether, and for touring purposes especially, the Expert is fully equally to any machine in the market, and finds favor wherever introduced. Its popularity here is due in a large measure to its great strength and rigidity, as few machines are stanch enough to stand the severe usage they must receive if ridden over any road in this vicinity, for we have really the most abominable roads in the country. They have not been smooth enough for comfortable riding since last October! and when they are in ridable condition, at least one third of our riding is up-hill. . . . A nickel-plated machine is much harder to keep clean than a painted one; for even here, five hundred miles from salt water, if mud be allowed to remain long on the fellos it causes them to rust. Nickel plate, when once tarnished, is exceedingly difficult to rebrighen. Water and whiting is probably the best compound for this purpose, but it is far from being satisfactory. "Lustro," so extensively advertised as a nickel-cleaning preparation, is of little or no account. . . . Cadiz will be represented at the L. O. W. meet at Co-

lumbus 28 and 29 August, by two, and possibly three, wheelmen. . . . We have a rider here who, holding the handles, can jump from the ground to the saddle of a 52-inch wheel, alighting on his feet and preserving his balance, and he is only five feet three inches at that.

CHAS. A. HANNA.

CADIZ, OHIO, 17 August, 1882.

New York Letter.

Editor Bicycling World:—The boom in New York continues; and from the usual weekly run of the clubs on Saturday (the 12th) last, which brought out Messrs. Carter, Fontaine, Egan, Oliver, Sanford, Sterry, and, of course the veteran Pitman, up to the day of date (19th), the week has been quite lively, and riders get thicker on our roads, which seem to improve from use, and help to bring them out in force; but it is during these pleasant evenings, ere the moon has reached her full, that you see the lights dancing by, speeding along the dimly lit boulevards, and coasting the divine hills of the Riverside. Out we come, from five to a dozen strong, and we reach the Lion Park at 110th street with scarcely a knowledge of it till we hear the bugle of Oliver winding, and we wish that we were his Roland, and the hill we are coasting Roncesvalles, — then beer.

The races at the Sea Beach Palace, at Coney Island, last week, were a dead failure, except in a pecuniary sense. Morgan, the Canadian champion, won (of course), after allowing the two lady riders, Armaindo and Von Blumen, a chance to aggravate themselves by getting in a mile or two behind. In fact, they disliked it so much that, woman-like, they tried to take it out of one another by trying conclusions in a so-called 50-mile race on Sunday. It can be summed up in a few sad words: a hot day, a hotter crowd, two hotter riders, and Armaindo ahead at the finish. The same management tried to get up what they called three races for amateurs, for five, ten, and twenty miles, respectively, and actually got the consent of the L. A. W. (where was the pull, I wonder?); but the consent of the great body of amateur riders (and their co-operation was sadly wanted) came not, — we "passed."

Will Pitman and Ben Sanford, both of the Ixion Bicycle Club, are in training. Sanford for the 50-mile race of the Manhattan Athletic Club, to take place 9 September, at the Polo Grounds, and Pitman — for what? Deponent saith not; but a whisper comes on the wind, and the riders in fair Massachusetts had better look to their laurels in the coming September events at Worcester and Springfield, or the old Bay State will mourn for medals which have taken to themselves wings, and have gone (South) "westward ho!"

Speaking of the Manhattan 50-mile race, at which New York will probably see a fair gathering of riders, our promising young racer, Frank Howard (Ixion) is kept from entering by family interference, it is said. They probably

think him somewhat young for such expeditions; wrongly, so *we* think, for he is a stanch rider, and would, without doubt, if allowed to enter, make a good showing, as previous events have proved.

Will Pitman has added to his already large ability for racing, by providing for it with a new racing Humber; and we agree in thinking that, if he did so well with a road machine in days past, he will certainly not lower his already fine record by fitting himself for the fray in full armor.

Arthur G. Carter has succeeded to the business formerly conducted by Mr. Wm. M. Wright, at 791 5th avenue, and is doing a fine and continually growing business at No. 4 East 50th street (N. A., no advertisement). The Ixion, Citizens, and Mercury Clubs are located in his building (the Ixion but lately), and the latter are now devoting their attention to their club-room, which they propose to make the envy and admiration of all beholders, and extend a cordial invitation to call to all visiting members from out-of-town clubs.

In conclusion, we can only express regrets that Capt. Bourne of the Manhattan B. Club was not chosen for the League consulship here; no one could have filled the position more worthily.

GIFFORD.

NEW YORK, 19 August, 1882.

Another Protest.

Editor Bicycling World:—Now that the vials of L. A. W. wrath are bursting upon the devoted heads of the committee on rights and privileges, let me add a bucketful from an opposite end of the State. The "manifest injustice" to the voters of Marblehead constrain me to protest also against an unkind discrimination towards *twenty-one* ballots thrown by the Worcester Bicycle Club. In both cases the informality consisted in attempting a labor-saving policy in the exercise of the divine right of suffrage. To be sure, these twenty-one votes would not have elected Mr. Hodges, so that, perhaps, we cannot claim the *full* sympathy of our Marblehead brethren; but we can join hands in fighting for principle (with a big P).

NINE PIN.

In a pleasant communication sent us several weeks since, our Marblehead correspondent, "Geesee," describes a joint run of several bicyclers from that town, Lowell, Lynn, and Lawrence to Nahant and the Salem Willows. Most of the party were officers of the League of Essex County Wheelmen, and at Nahant they held a meeting and arranged for the general meet, to take place this week Thursday. From Nahant the excursionists went to Lynn Beach and disported amid the waves in brilliant bathing suits, and thence visited some wheelmen from Boston, North Andover, and Lawrence, who were camping at Beach Bluff, and then pushed along the shore to the Willows, enjoying the magnificent ocean vistas while they listened to the fine music of the Salem Cadet Band.

Chicago in Detroit

Editor Bicycling World:—Two members of the Chicago Bicycle Club went to Detroit recently to have a Sunday spin. President Bates was applied to for advice as to best route for a run; and he not only told us of their best wheeling but led the way himself, together with a delegation of six of the Detroit wheelmen. Eight wheels in line—Detroit uniformed in dark blue, the Chicagos in their everlasting gray—sailed up Jefferson avenue that bright Sunday forenoon, to the Walkerville Ferry. Then a trip on the grand Detroit River to Belle Isle and over to Canada, where we tackled the smooth Canadian roads to the interior. When the Detroiters go out on a spin they always go to Canada: the wheeling there is much better than in the States. Canada roads are very good, smooth macadam, perhaps a little dusty in places, but with hard and level side paths. After a light rain, sufficient to lay the dust, they would be superb. The wheel seems to ride over them very smoothly, without any tendency to stick. The color of the road is a dusty white, and on a sunny day it is well to wear lightly smoked glasses to ease the effect of reflection on the eyes. These roads, in a great degree of perfection, run throughout Canada, and the one we took our spin on went to Buffalo along the line of the Canada Southern Railway. A very nice spin of eighty miles can be had by taking this road as far as Chatham, Ont.,—level country all the way, like the vicinity of Chicago, but unlike our open prairies, in that grand old groves and heavy woods of beech and maple cover the way. The scenery may be called uninteresting, except where glimpses of the Detroit River and Lake St. Clair are obtained. Inns, peculiar to Canada, abound at convenient distances along the route. The domestic wine is very agreeable, and one can drink a good deal and feel only a little dizzy; three or four gobletfuls will not hurt. "Plumade" is an insipid drink which the proprietor of the inn will give you, that is good when you are very hot. The sun attracted by the white road, and wind shut off by the woods, makes it rather warm wheeling, and perspiration flows full and freely. President Bates is a splendid man at the front: he keeps up a regular eight-mile-an-hour gait for a long distance; rides a 52-inch Standard Columbia, painted black all over, the machine having the appearance of being well cared for. He objects to having small boys handle it. Put *Atlas* on wheels and you have Mr. Bates; he has the same pronounced muscular development, with limbs which only bicycle riding can create. The Detroiters could all ride larger machines; they are at least two sizes below their measure in almost every instance. Ball bearing Standard Columbias are in the majority. We Chicagos of course rode D. H. F. Premiers, while there was one Matchless, one D. H. F. Premier, and the best Co-

lumbias in the Detroit ranks. The D. H. F. Premier of the Detroit man was in hard luck: a few falls by its rider twisted the rear forks badly. Equipped with *Æolus* bearings; they gave signs of breaking down. Its holdfast cranks slipped off,—quite common fault of this crank, unless it is perfectly fitted in the first place. It is strange that everybody but Chicagoans have trouble with the D. H. F.; our trials with this class of machine are confined to the larger sizes. A D. H. F. above 54 inch in size, judging from our experience, is not reliable; below that size they are paragons. The rider of the Matchless said he had ridden his machine constantly for fifteen months, and it showed no signs of dissolution yet, and he thought it was the best machine in the market, the rubber cushion around the bearings, and also where the handle bar goes through the head, absorbing all vibration, and rendering it a very easy-riding machine on sharp, jarring roading. This quality in a bicycle is peculiarly desirable in Detroit, the pavement of which, we think, is the most trying on a bicycle. Detroit streets, to look upon from the sidewalk, are clean, smooth, and tempting for a spin, being almost entirely of round wood blocks; but in riding over them it seems as though the blocks were of unequal length, the effect being a sharp, fine jolting that seems to retard the progress of the machine, requiring positive exercise of the muscles to keep the wheel going. The wood-blocked avenues are very nice riding along the edges, where a little dust rounds off the sharp-edged blocks. Detroiters do not ride for pleasure in the centre of the city, on this account. They have wheelmen who score five thousand miles in a season, however, on the pavements. President Bates is a great rider, corresponding with President McClure of Chicago in this respect, both gentlemen using the machine to and from the house and office regularly. One of the Detroit wheelmen estimated the number of bicyclers in the city as fifty, which would not indicate that the wheel was in great favor there. They have no restrictions, however, and go where they please. Detroit is perhaps one of the most beautiful cities in the country, evidences of great wealth and culture in the highest degree being manifest in the magnificent dwellings and public buildings. Their sport is of an aquatic character, however; and persons who in Chicago would be bicyclers, in Detroit run to boat clubs. Detroit wheelmen are of the most excellent sort, quite equal to Milwaukee, in fact; and we always thought the Milwaukeees were perfect types of bicyclic hospitality.

STENO.

Bicycle Transportation.

MR. V. M. HALDEMAN of Vesta, Pa., recently wrote to the Pennsylvania Railroad Company, in relation to the transportation of bicycles belonging to passengers, complaining of the oftentimes exorbitant rates charged by baggage-

men, and received the following response from General Baggage Agent McWade:—

VICTOR M. HALDEMAN, Esq., Vesta, Lancaster County, Pa.:—*Dear Sir:*—Replying to your favor of the 9th, would state that we have recently issued positive orders, in the form of a circular, to baggage agents, specifying a rate for the transportation of bicycles of twenty-five cents for fifty miles or less, and one half cent per mile for greater distances. Considering the extra trouble of handling, and large amount of room occupied by bicycles, this is not deemed an unreasonable rate, and we do not feel authorized, therefore, to make an exception to this rule. Very truly,

F. J. MCWADE, G. B. A.

PHILADELPHIA, 14 August, 1882.

Another Wise Railroad.

THROUGH the efforts of E. G. Latta, of Friendship, N. Y., the following general order has been issued by Freight and Passenger Agent Coyle to baggage-men on the Alleghany Central Railroad:—

Agents and Baggage Masters: On and after this date, bicycles, when in charge of the rider, with first-class ticket (he to assist in loading and unloading), may be carried free in the baggage car, at owner's risk. When requested, baggage masters will check the bicycle, calling the attention of the owner to the fact that it is not taken as ordinary baggage, and will be transported entirely at his risk.

P. W. COYLE, F. P. A.

FRIENDSHIP, N. Y., 19 August, 1882.

The Alleghany Central is an A 1 new road, about sixty miles long, running from Olean, on the Alleghany River, through Bolivar, Richburg, and other towns in the Alleghany County oil fields, to the southern end of the old Genesee Valley Railroad. For a tour through Western New York, there is no pleasanter or more interesting route than that up the Genesee to Belvidere or Friendship; thence taking the Alleghany Central over the summit to Richburg and Bolivar, where there are many things of interest to the tourist. Bolivar and Richburg are but two miles apart, and in good weather the roads are quite fair for bicycles. From Bolivar to Olean the roads are good and down stream all the way, and at the latter place are several enthusiastic wheelmen.

THE three fast men of the Massachusetts Bicycle Club, Messrs. Ahl, Claffin, and Corey, have been wheeling during the past week or two along the north shore, with occasional runs farther inland. They report the roads excellent, notwithstanding the drought. They also intend to be at the Worcester meet, and Ahl and Claffin will doubtless participate in some of the races. They are all in training for the inter-club race with the Bostons. Ahl proves as much of a flyer on the road as on the track.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consults, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

XENIA BI. CLUB.—New: G. W. Kendall, C. M. Galloway, R. S. Kingsberry (already a member of the L. A. W.), Herman H. Schilling, Dan. C. Dean, Sam. D. Kingsberry, J. Will. Forsythe, J. F. Orr, Horace McClung, A. A. Winans, R. I. Williamson, F. E. McGervey, John R. Barrett, J. C. Mason, M. C. Barley, and Wm. Mott, — all of Xenia, O.

MISSOURI BI. CLUB.—Additional: Robert A. Hoepfner, 2214 South Spring street; G. J. Bouton, 2628 Geyer avenue; W. H. Dickson, 118 Chestnut street; Wm. Burden, Jr., 923 Benton street; Fred. W. Meyer, corner Keokuk and Iowa avenues; Horace Collins, 3542 Pine street; Sheridan Lowrey, 3502 Pine street; W. A. Gardner, 7 Benton Place; John F. Valle, 5 Benton Place; Fred. Hannister, 918 Warren street; John Langan, care of Simmons Hardware Co.—all of St. Louis, Mo.

MANCHESTER BI. CLUB.—Additional: E. A. McQuestion, 654 Elm street, Manchester, N. H.

EAST BRIDGEWATER WHEELMEN.—New: Alfred B. Parker, Herbert T. Packard, Charles C. Wing, Frank Colamore, Jr., J. Edward Waterman, Elmer E. Wright, D. Clinton Harwell, Fred. G. Ronney, and William H. Page, — all of East Bridgewater, Mass.; Charles A. Nye, Sheridan House, New Bedford, Mass.

LEXINGTON BI. CLUB.—H. L. Milward, T. T. Skillman, Alex. G. Morgan, Jr., (secretary and treasurer), J. Edward Lauck, H. M. Skillman, Thos. H. McMichael, Jas. G. Scrugham, Robert J. McMichael, Robert B. Barr, Frank P. Scarce, Fabe Harrison, Cyrus Reed, — all of Lexington, Ky.

SPRINGFIELD BI. CLUB.—Additional: Wilbur N. Winans, care of Massachusetts Mutual Life Insurance Company; A. L. Fennessy, care of J. G. Mackintosh & Co.; Chas. O. George; W. S. Warriner, 69 Vernon street; Chas. Wassung, 227 Water street; Geo. Nash, care of Pynchon House; Henry Dickinson, Crescent Hill; C. J. Wetsel, care of American Express Company; W. H. Barrows, Post-office Box 1335; Edward Billings, care of S. J. Billings, — all of Springfield, Mass.

WARSTON (ENGLAND) BI. CLUB.—Frank Moore, care of C. S. Howard, 597 Washington street, Boston, Mass.

UNATTACHED.—Harry S. Burrows, 117 Nesmith street, Lowell, Mass.; Joseph Wattles, Jr., Canton, Mass.; Chas. E. Haller, Frederick, Md.

THE racing men, Prince, Moore, Dean, and others, are in daily practice at the Brookline reservoir.

Cycling Memos.

OH, that the dust of an earthy to-day would become the mud of a rainy to-morrow, and then dry up!

THIS has been the wail of the 'cyclist for a month or more. What with mud, dust, wind, rain, and poor roads withal, the lot of the Yankee 'cyclist is not a happy one.

BUT, notwithstanding all the disadvantages of climate, I manage to get some excellent riding.

WHEN such riders as Sturmey, Faed, and Hillier practically abandon the bicycle for the tricycle, it looks as though there was something in the latter.

THE first spare cash I get shall be put into a three-wheeler, as I anticipate much pleasure from its use during the fall and winter.

THE New Haven Tricycle Club is at last heard from. Nothing like treading on a man's toes to wake him up. It looks as though the Alpha Club had Beta change its name.

A LYNN bicyclist, asking for an increase of salary the other day, gave as a reason that his dues to the League, the B. T. C., the Essex County wheelmen, and a local club made it a necessity.

I CAN sympathize with the young man; my own purse strings are worn out by the continual tugging at them.

I SCENT in the air the slow approach of the trinitarian vehicle. It is bound to come; and when it does, it will stay.

IT will supplant the bi? Oh, no! but it will set all the world awheel, and help much to increase the cause which we love.

JUST think of enchanting rides through leafy lanes and all that sort of thing with your sister, — or somebody else's sister.

THE demand, though slow, has steadily increased; and a "big thing" awaits the first tricycle maker in the field.

THE attempts of our makers of either bike or trike to get something purely American, without studying what the English have done, is what will ever lead to failure.

WHAT is the use of experimenting before one has learned all about more than two hundred machines that have been tested and proved?

No doubt many of my friends are smiling at my taking up the cause of the tricycle. Let them smile. I am convinced that the tricycle is a practical, safe, and speedy vehicle.

And they will think so too when I tell them that two young ladies, on a sociable, recently rode seventy miles in a day.

AND that one hundred and eighty-three miles was recently covered in the same time. Few can do this on the two-wheeler.

PAPA WESTON made one of his good speeches at the B. T. C. meet at Harro-

gate, Yorkshire, England. The band played "Yankee Doodle," the boys yelled, and Papa smiled as sweetly as a cherub.

AGAIN the Boston Club has been represented at the B. T. C. meet. Next year, very likely, a large number will attend.

PAPA WESTON will bring over a large number of tricycles when he returns. Then look out, for "London W." will ride one.

LONDON W.

CURRENTE CALAMO

THE tariff commission, in whose movements all bicyclers are interested, will hold sessions in Boston, 24, 25, and 26 August.

THE two recently fledged Benedicks of the Boston Bicycle Club, Harrison and Churchill, have returned from their honeymoon tours.

IT would seem, according to reports we are receiving, that all the New England clubs are contemplating being represented at the Worcester meet.

W. W. STALL has returned from his vacation among the "Varmount" hills, but hardly refreshed, as he spent much of the latter portion on a sick-bed, and was nearly threatened with typhoid.

THE Gump Bros., of Dayton, Ohio, send some handsome floral cards, with their business imprint thereon, as Ohio agents for the Cunningham Company.

THE Canton Bicycle Club (Armenia) of Canton, Pa., have arranged for a series of interesting events next Monday, and *à propos*, Canton is a charming place to visit, even without the additional charm of good roads for wheeling.

WE earnestly urge club secretaries, and others who have received blanks for petition to the tariff commission, to hasten the matter of obtaining signatures, and forward them to this office as soon as possible. We have already received a large number, but want the rest.

THE annual meet of the B. T. C. at Harrogate was disappointing in respect to numbers, there being, according to the *Cyclist*, not over six hundred appearing in line; yet in weather, enthusiasm, and general enjoyment it was eminently successful. About forty tricyclers, including several ladies, participated.

IN connection with his color staff and clamp, advertised on our second page, T. B. Jeffery has issued a neat little circular announcement, which would seem to indicate the tasteful appearance of the article itself; to which, in view of the fall meets and parades just commencing, we call the attention of clubs intending to participate.

A SMALL piece of yellow soap, put in the finger of an old kid glove, and carried in the tool-bag, is of the greatest value, as, should any part get rubbed or sore, either through the chafing of the shoe or saddle, a slight *soaping* (dry) will, in nine cases out of ten, mitigate the discomfort, and frequently does away with the cause. — *The Tricyclist*.

JULIUS WILCOX is summering in this vicinity, and has brought with him from New York a Facile, which machine, he says, is the easiest and best he has ever ridden. He wheeled twenty-three miles on Monday, and over some roads which he says he could not have propelled the ordinary bicycle. We have seen the machine, and find it substantial, well made, and much better looking than the 'Xtraordinary Challenge; but it lacks taste in the make-up, and is much heavier in material than is necessary, yet with some improvements in these and a few minor points, could be made a handsome, and we should judge an excellent bicycle.

ENGLISH papers mention newly contrived motive vehicles, the velocity of which is gained by swinging the body backwards and forwards. The carriage is a German invention, and is made in single or sociable form. It is on exhibition and trial at Lillie Bridge. The *Cyclist* also speaks of a pair of fluted forks, made of twenty-gauge tube which were for a 56-inch machine and weighed but a pound and a half for the pair, yet were very stiff and serviceable. Another handsome pair of elliptical forks for Cortis's new 60-inch machine weighed but two pounds. The backbone of the first-mentioned machine weighed but two and a half pounds.

THE second annual exhibition of the New England Manufacturers' and Mechanics' Institute will open on 6 September, Wednesday, and will probably greatly surpass the very successful one of last year. Nearly all the States in the Union will have exhibits, besides several foreign countries. Edison's incandescent light is to make a grand display, and will demonstrate, or *vice versa*, its claims to practicability, for we understand 1,000 lamps are to be used in illuminating the exhibit, and will be in direct competition with arc lights. We trust our bicycle manufacturers and dealers are alive to the importance of having good exhibits, and *attendants to exhibit them*.

THE only reason for supposing that the Park Commissioners have any discretion is that Judge Lawrence thinks that the powers conferred on them by the Act of 1871 gives them the "widest discretion." These gentlemen do not give much evidence of wisdom in their official meetings. Their puerility has long made them the butt and the talk of the whole town. They seem to have been unanimous, however, in declaring that there should be no bicycling in Central Park. Had the Commissioners taken the same pains to prevent ladies and children visiting the park from being insulted by tramps and other loafers, or had they taken the trouble to see that the custodians of the park cultivated civility of manner, they would have been doing a better service to the public than by this refusal to admit bicycles. — *N. Y. Evening Telegram*, 19 July.

TRICYCLING

Washington, D. C.

Editor Bicycling World: — Tricycling is gradually getting popular here. There are now about twelve trikes, and a good many contemplate purchasing before next season — when, by the way, we will have an American machine on the market. This machine, that is, the Victor, is spoken of in Sturmeys' "Tricycle Indispensable" as a very powerful one, and I am inclined to think it is going to be very popular, if properly advertised. Most of the machines here are Singer & Co.'s make, which are well made, but have none of the latest improvements. Some of the members of the Capital Bicycle Club are about to purchase a Coventry Convertible, which is said to be a very nice machine. I see our Eastern brother wheelmen have gotten ahead of us in forming a tricycle club; we will probably have enough riders to form a club in the spring. ICYCLE.

WASHINGTON, D. C., 19 August, 1882.

It is reported that a Buffalo (N. Y.) man has invented a practical steam engine for tricycles. It is described as follows: The engine and boiler are located between the seat and the forward wheel. They take up very little space, and much of the machinery will be inclosed in a wooden case when the vehicle is complete. The engine is one and a half horse power, and it rests on the bottom of the conveyance. The exhaust is underneath, and will be nearly noiseless and invisible. The cylinder is two by four inches. The generator is upright and stands directly over the neat little boiler. For fuel, gasoline is used, and two gallons of this fluid, surrounded by water, will be carried in a reservoir under the seat. It will be conveyed to the furnace by means of tubes. It is claimed that one gallon will be sufficient to run the engine for nine hours at the rate of from fifteen to twenty miles an hour. The tricycle, as it now stands, cost about \$200; but it can be duplicated for \$150. Regarding this tricycle, a Buffalo correspondent informs us that the appearance of the machine is anything but inviting, and is not likely to prove a success. The inventor is only building it for his own amusement, and can well afford to spend the time and money for experimenting.

LACY HILLIER and GEORGE GATEHOUSE rode a double Premier tricycle one hundred and ten miles, to attend the Harrogate meet, and Henry Sturmeys rode the single half of a Coventry Rotary Convertible ninety-two miles, not a thing requiring any attention the whole way.

"FAED" claims another record, having capped his celebrated feat of riding a bicycle through the city, from Dalston to Temple Bar without using handles, by riding a friend's Meteor front-steering tricycle from Hackney to the Elephant

and Castle, *via* Dalston, Kingsland, Shoreditch, Bishopsgate, and London Bridge, in twenty-two minutes one afternoon last week. The distance is about five miles, between three and four of which are paved with very bad granite sets.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

BEE BEE, Danville, Ill. — Both wrong. The pronunciation is *Bi-cy-cle*, — both third and fifth vowels long, and principal accent on first syllable. See supplement to last edition of Webster.

C. L. E., Minneapolis, Minn. — 1. Yes; and a hub lamp; and the "King of the Road." 2. Any good machinist ought to be able to do it, but one who makes a specialty of bicycle work would be better to trust it too. 3. Only by superior physical force.

Editor Bicycling World: — In answer to your communication from "Bicycler," Wilmington, Del., will say that I have ridden the American Sanspareil Roadster on both smooth and rough roads, and pronounce it to be an A-1 roadster in every respect; it is easy running, and is decidedly the most rigid machine I have ever ridden, and am sure will take a leading place among first-class roadsters.

ARTHUR BRUCE,
Baltimore, Md.

BALTIMORE, 2 August, 1882

BOOKS AND PAGES

THE CENTURY for September is fully as interesting, both in text and illustration, as its predecessor, the mid-summer number. Gen. Geo. B. McClellan contributes a paper on the Egyptian war and its probable results; the author of the recent paper on American yachts gives a sketch of the development of ocean steamships, fully illustrated; "The New Northwest" is a second paper by E. V. Smailey, and describes a trip along the proposed route of the Northern Pacific Railroad and across the Montana Rockies; "The Original of Rebecca in Ivanhoe" is an interesting sketch with a fine portrait by Cole; a clever sketch by W. D. Howells of Mark Twain, with a frontispiece portrait of the humorist engraved by Cole; a particularly interesting account, by Austin Dobson, of Thomas Bewick, the great wood-engraver of the early part of the century, with twenty-five illustrations, mostly reprints of the most noted of Bewick's cuts; "An Old Town with a History," by Noah Brooks, illustrated; an illustrated paper on Pres. Woolsey, by Prof. G. B. Fisher. Other contents include "Niungo and the Buddhist Temples," a story by Joaquin Miller, Howells's and Mrs. Burnett's serials, and poems by favorite writers, together with the always entertaining departments.

OUR LITTLE ONES for September has been received, and is as attractive in pictures and interesting to the children in stories and verses as any of its predecessors. Among the contents are "A Ride on an Elephant," "The Sand Man," "Kitty's Friends," "The Stolen Custard," "Pussy Meek and Daughter," "The Brave Dog," "Children's Harvest Song," "Willie's Spelling Lesson," and many more. Russell Publishing Company, Boston.

THE INDISPENSABLE FOR 1882. — We are again afforded an opportunity of calling the attention of all bicyclers who would obtain a familiarity with the construction of machines they ride to that work of immense labor and thoroughness, Sturmeys' Indispensable Bicyclist's Hand-Book. The edition of 1882 well maintains the reputation of its author, and is replete with everything a cyclist ought to know. The excellent preface of this addition is well worth the perusal of every intelligent wheelman, and is a thoughtful review of the past year in the manufacture of the bicycle. The description of over four hundred different machines, with the remarks of the author, are as complete and intelligent as usual, and an excellent guide in choosing a mount. The addenda of discarded and obsolete parts is alone worth the price of the work, showing what riders should dispense with on their machine. The chapter on novelties is not so large as formerly, owing either to the fact that the bicycle of to-day is as near perfection as possible, or, as the author claims, that manufacturers very generally are turning their attention and heeding their energies to the improvement of the tricycle. We can heartily recommend this year's Indispensable, and feel that Mr. Sturmeys is rightly considered a public benefactor in placing at our command such a complete work in every respect. We look forward to the day when America can boast of a large number of manufacturers and furnish material for a similar work.

THE THREE MEETS.

NEWPORT. BOSTON. CHICAGO.

Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, \$1.50.

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MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

ST. LOUIS, MO.—Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

NASHUA Bicycle and Tricycle Agency. English and American Wheels of all patterns. Sundries furnished at short notice. Terms, cash. **GILMAN BROTHERS**, Nashua, N. H., P. O. Box 1,590.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON**, manufacturer, 77 State street, Chicago, Ill.

PORTSMOUTH, N. H., Agency. **C. A. HAZLETT**, at First National Bank, agent for Bicycles, Tricycles, and supplies of all kinds. Send stamp for full information relating to the Marine Bicycle.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. **C. H. LAMSON**, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. **H. S. LIVINGSTON**, Cincinnati, Ohio.

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MONOGRAM BADGES AND OTHER Badges for Bicycle Clubs, manufactured in great variety and at low prices, by **J. V. WALDRON & BRO.**, 40 Sudbury street, Boston, Mass. Estimates furnished.

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THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price (\$1.00). Circulars free. **ELASTIC HOSE CO.**, Needham, Mass.

PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington, D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

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RINTELMAN'S ADJUSTABLE BICYCLE Saddle is the best saddle made; it combines comfort, durability, and neatness. Price, plain, \$3.50; nickel-plated \$4.50. Send for circular. Address **AUGUST RINTELMAN**, Milwaukee, Wis.

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The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

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WHEEL LITERATURE.

Orders taken at this office for any of the following books and periodicals:—

LE SPORT VELOCEPEDIQUE.—Weekly. **L. P. Devillers**, directeur. Redaction et administration: 36 Rue Monge, Paris. Subscription, \$2.50, including postage and cost of P. O. order. **E. C. Hodges & Co.**, Boston.

TRICYCLING JOURNAL.—Weekly. Edited by **Charles Cordingley**, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

TRICYCLISTS' INDISPENSABLE FOR 1882, by **Henry Sturmy**, now ready. Notes on construction and design. Analysis of machine and description of parts. Illustrated descriptions of two hundred machines; how to take care of it; how to ride it; how to select it; statistics, etc., two hundred and fifty pages, one hundred and seventy-five illustrations. Price, sixty cents by mail. **E. C. HODGES & CO.**

CYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by **C. W. Nairn** and **Henry Sturmy**. Published by **Lilife & Son**, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Hedges, etc. Price, postpaid, 50 cents. Orders received by **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

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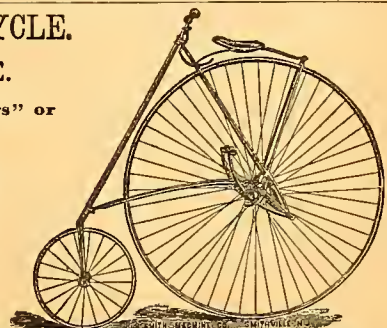
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CORTIS ON TRAINING.—"The Principles of Training for Amateur Athletes, with Special regard to Bicyclists," by **H. L. Cortis**, amateur mile champion of England, is now ready, and for sale at the **BICYCLING WORLD** office. Price, 40 cents; or by mail, 43 cents. **E. C. HODGES & CO.**, 8 Pemberton square, Boston.

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Cycling Sketches, cloth.....	\$1 00
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Photographs of Wheelmen at Newport.....	2 00

Cyclist, Coventry, England (weekly).....	2 00
Le Sport Velocipedique, Paris (weekly).....	1 75
Bicycling News, London, England (weekly).....	3 50
Bicycling Times, London, England (weekly).....	3 50
Bicycling Journal, London, England (weekly).....	2 00



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THE Bicycling World

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[Vol. V.

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THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

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WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. . . . PUBLISHERS.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 1 SEPTEMBER, 1882.

"TWO POINTS."

IN our issue of 18 August was a communication from "A. G. C.," Canandaigua, N. Y., entitled "Two Points." The first point our correspondent raises is to the effect that "the Lamson badge is not the League badge, but that any rider not a member of the League can with propriety wear one." We meant to have corrected this statement at the time, but accidentally overlooked it. In the first place, the Lamson badge *is* the League badge, — that is, the *design* was adopted at the officers' meeting in New York last October, and a committee was appointed to make arrangements for its manufacture as a badge. At the annual general meeting in Chicago last May, the committee reported, recommending a size and pattern, and an arrangement

with Mr. Lamson for the mutual protection of him and the League in the manufacture and sale of the design, and discontinuing the old badge; which recommendations were adopted by the meeting, and a committee was authorized to have made *silver* badges of the new design and furnish to members desiring them. Mr. Lamson, as the design patentee, was permitted to retain the right to make the design in *gold*, and he has supplied a large number of these to members, but not to others, knowingly. The letters L. A. W. make it distinctively the *League* badge, and the propriety of non-members wearing it may well be questioned. In this connection we would state that on several occasions riders not members of the League have contested in events where these badges were offered as prizes, and have won and received them. This we consider improper, and evincing a thoughtlessness or carelessness on the part of race managers which is decidedly reprehensible.

As to the second point raised by "A. G. C.," respecting the change in the rules by which clubs may join the League as clubs provided their entire memberships are included, we do not see the force of his objection. He thinks that most clubs have members whose *circumstances* will not permit them to join the League. Yet the amendment was adopted after due deliberation and debate by the meeting at Chicago, "A. G. C." being present, we think; and it would seem that any rider who can afford to purchase and own even a second-hand bicycle, and belong to a club, ought to be able to spare the paltry sum of fifty cents or \$1.00 annually for League dues, albeit he personally receives no benefit beyond the mere consciousness of belonging to an extended fraternity of wheelmen, and feeling that if he *should* travel, he can accept attentions and hospitalities from all other members, not merely from courtesy, but as his right and privilege.

A BULL.

WE have seen a circular, apparently addressed and issued to bicycle manufacturers and dealers, announcing the early publication of a new monthly magazine, the *Wheelman*, devoted to bicycling and edited by S. S. McClure and J. S. Phillips, both gentlemen members of the Boston Ramblers of this city. We cordially welcome this new

acquisition to wheel periodical literature, and trust that it will do much to aid the growth of bicycling in this country, yet we suspect that the strongest call for the magazine's existence lies in the need of the Monopoly for an "organ"; and what particularly leads us to this suspicion is the following "indorsement" contained in the aforesaid circular (the italics are ours): —

"We heartily indorse the *Wheelman*. We know that it will have a field of usefulness, and predict for it great success. We do not hesitate to ask our agents to lend to it all the aid possible, and trust that there is not one of our more than three hundred agents who will not, by 20 September, send to the editor the names of five subscribers, with the subscription price, thereby getting a copy of the magazine for themselves for the year, and having their names placed on the list of agents that will be published every month in the magazine. *Any agent of the Columbia bicycles who has not energy enough to secure, at the least, five subscribers to the magazine, published in the interest of wheelmen and wheel business, and for which a subscriber will more than get the value received, ought to give up his agency to some one who has energy sufficient to conduct it.* If each agent will take hold and render such assistance as is within his power, he will be doing a good thing for himself and for the bicycle business. Believing that you will do what is asked, I am,

"Yours truly, ALBERT A. POPE,
"Pres't The Pope Mfg. Co."

We can imagine the consternation produced among the "more than three hundred agents" of the Monopoly on the receipt of this Papal bull, and feel that each must now heartily sympathize with the poor bulldozed Sultan in relation to Arabi Pasha's status. We expect, however, that it will operate on sleepy agents as building a fire under a meditative horse once did, — put unwonted activity into them until they each have secured the required five victims. Jay Hubbell has not lived in vain, and his lesson has not been lost upon the Colonel, who, with apt appreciation, has promptly seized this glorious opportunity to secure in one lump fifteen hundred supporters of his latest born chicken. Yet notwithstanding this act of sublime and unselfish benevolence on the part of the Monopoly toward the new venture, there are those who will doubt its disinterestedness; but we can assure such that they mistake, for the Colonel exhibited the same effusive generosity when the *WORLD* was first launched, and bespoke the active support of his agents (or, as he additionally

termed them, his "servants") in our behalf,—although we are compelled to admit that, like Cassius's threats, his bespeak proved "idle wind" as far as the agents were concerned, only a few of the more immediately energized responding to the spur.

WHEN AND WHERE.

AS seasonable notice should be given of the time and place of the annual race meeting of the League, we desire to urge upon the proper authorities the necessity of taking speedy action in the matter. The longer the interval between the announcement and the event, the greater the interest will be and the larger the number of entries. We should like this meeting to be a great success, and be able to record interesting races and fast times. The race meeting of last fall was in many respects an experiment, but it should not be so now. We see no reason why, with the new State boards, the arrangements should not be carried out in a successful and profitable manner. Where the race meeting shall be held is of course an open question. Our opinion is that where the largest list of good entries can be obtained should decide this question.

In Massachusetts we feel certain the events would be successful, as many excellent men are in constant training. Contests between such riders as Moore, Underwood, Frye, Claffin, Ahl, Corey, Norton, and others of the same stamp in this vicinity, would be full of attraction and excitement. Besides, we hope to see Gideon, Jenkins of Louisville, and Conkling of Chicago put in competition with those we have mentioned, few of whom would be likely to attend if the meeting was held out of New England; while for our Western flyers it would be about as convenient to come here as to attend them in New York. A race meeting in this vicinity would draw together, besides more racing men, a larger number of wheelmen generally than in any other section of the country,—an important consideration. New England should have the race meeting, not only on account of its interest in racing, but because no other section seems so well entitled at present to recognition. Good tracks are to be found in many places where great numbers of towns-folk would attend. Worcester, Brockton, Attleboro' all have fair tracks and every facility, although Brockton is probably the most conveniently located. Boston

and Providence are, if our information is correct, to have excellent tracks within their limits, and would be well situated for a large number of members.

This matter is of more than ordinary importance, and we trust will receive the careful and intelligent attention of the League officers.

BECAUSE the gallant Lieut. Conkling of the Chicago Club, in a recent run against time, made five miles in 16m. 12s., some Western papers are stupidly claiming for him the "championship" of America. In the first place, the title of champion is not awarded to him who makes the quickest record: it must be won in actual contest in an open race, after suitable and timely announcement. In the second place, Mr. Conkling's time, although creditable, is by no means the fastest, Gideon having in the five-mile handicap at the Institute Fair Building in Boston, 7 April last, from scratch, made the distance in 16m. 10 $\frac{3}{4}$ s., while Dean, with 280 yards handicap, won the race in 15m. 39 $\frac{3}{4}$ s., but having by mistake run an extra lap of $\frac{1}{2}$ of a mile, his actual time from scratch was about 16m. 4s., as nearly as can be estimated.

THE following item, clipped from a daily paper, ought to cheer the heart of the bicyclist, as indicating that the public apathy respecting badly kept highways is not universal:—

"READING, PA., Aug. 21. The fifty-five councilmen of this city, and the mayor, were arrested to-day by virtue of a bench warrant issued in pursuance of the indictments found against them last week for not keeping the streets in proper repair. They gave bail for their appearance at the November court."

Here, as we have often urged, is proper work for the local wheelmen in all parts of the country. Throw your votes and influence for municipal officers, and especially for road commissioners, for men who are public-spirited, liberal, and regardful of the good name of their city or town, irrespective of party politics, which latter element ought never to enter into local elections.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB.—6 September. Regular meeting at 7.45 P. M.

XENIA BI. CLUB.—The bicycle club organized at Xenia, Ohio, early in the present season, has the following board of officers: President, D. Dean; vice-president, A. A. Winans; secretary, F. E. McGervey; captain, R. S. Kingsbury.

BOSTON BI. CLUB.—The Boston Bicycle Club have accepted the invitation of the Worcester and Æolus Clubs of Wor-

cester to visit their city on the occasion of the annual fair of the New England Agricultural Society, 5 September, and are ordered by Capt. Hodges to appear in that city in full uniform on that day before 12.30 P. M. The club will start from headquarters, 53 Union Park, Boston, at two o'clock in the afternoon of the 4th, and ride to Northboro', where they will spend the night and ride to Worcester on the following morning. Those who do not care to ride the whole distance can take the 3 P. M. train and stop off at South Framingham; or take the Old Colony Railroad direct to Northboro'. The steward will accompany the club, and baggage sent to the club-house before 3 P. M. Monday will be cared for. The club will also attend the race meeting at Springfield, the 20th. The third annual twenty-mile race for the championship of the club will be held on Saturday, 16 September, probably at Beacon Park.

RACES

Coming Events.

2 September. Montreal. Annual races of the Montreal Bicycle Club. Open to amateurs only, and unattached riders must furnish credentials. Entries (50 cents) close 30 August, to Secretary Montreal Bi. Club, Box 1,733, Montreal, Can.

4 September. First annual parade and tournament of the Canton Bicycle Club, Canton, Pa. The following events will take place: Quarter-mile dash; half-mile dash; trick riding; one-mile dash; one-mile dash for championship of Canton; hundred-yards slow race; two-mile dash; five-mile dash. All races except the championship open to all amateurs. Suitable prizes for all events. Entries free, to E. L. Davenport, captain, Box 95, Canton, Pa.

5 September. Worcester, Mass. New England Fair bicycle races, under joint management of the Worcester Bicycle Club and Æolus Wheel Club. Entries to be made before 4 September, to E. F. Tolmao, secretary, 195 Front street.

6 September. Buffalo Bicycle Club tournament. Address Chas. K. Alley, corresponding secretary, corner Perry and Mississippi streets.

9 September. New York. Fifty-mile bicycle race at the Polo grounds under the auspices of the Manhattan Athletic Club, to start at 3.30 P. M. Three prizes, gold medal each. Entries, \$1.00, close 14 September, to F. J. Graham, secretary.

14 September. Newington Park, Baltimore, 3 P. M. Annual races Maryland Bicycle Club. Open to all amateurs under L. A. W. rules. First race, half-mile heats, club members only: First prize, medal, Maryland Club badge, value \$20; second prize, nickelled 1882 King of the Road lamp. Second race, two-mile dash, open to all amateurs: First prize, gold medal, value \$25; second prize, medal, value \$12. Third race, one-mile heats, handicap, club members only: First prize, gold medal, value \$35; second prize, nickelled Æolus ball pedals. Fourth race, three-mile dash, open to all amateurs: First prize, gold medal, value \$35; second prize, medal, value \$18. Fifth race, five-mile championship of the Maryland Bicycle Club: Prize, gold medal, value \$65; to second man, medal, value \$15. Entrance fee, fifty cents to each event. Entries to E. A. Griffith, 247 West Baltimore street. Entries close 6 P. M., 12 September.

16 September. Third Annual Twenty-Mile Championship Race of the Boston Bicycle Club on the track at Beacon Park, at 4 o'clock P. M.

20 September. Springfield, Mass. Bicycle tournament under the auspices of the Springfield Bicycle Club. C. K. Ferry, secretary.

26 October. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

ROCHESTER, N. Y., 25 AUGUST.—A race meeting under the auspices of the Rochester Bicycle Club was held 25 August at Rochester Driving Park, there being a large attendance of spectators, and the weather being excellent. A

street parade preceded the races, there being some fifty wheelmen in line. The first event was an interesting club drill, under command of Capt. W. J. Curtis. A half-mile race in heats followed, the first being won by C. F. Hovey in 1m. 38 $\frac{1}{2}$ s.; the second heat was led by S. H. Pool in 1m. 47 $\frac{1}{2}$ s.; the final heat was not run off for some reason. Some excellent trick riding was next on the programme, by R. A. Punnett and W. J. Curtis. Mr. Punnett added to the laurels he had already gained. His mounts, dismounts, and riding were a variety of the most difficult moves, all of which he executed in a graceful manner. His standstill mount, jumping from the ground into the saddle and keeping his wheel upright without giving it motion, was greatly admired. The leap from the ground to the saddle with both feet over the tiller was also applauded. His riding in a horizontal position on his back and stomach was very good. One of his concluding performances was to lie face downward on the saddle at right angles with the wheel, while C. A. Smith, his companion in the double fancy riding act, stood on the step with hands on the tiller. The latter kept the machine upright, while Mr. Punnett, working one of the treadles with his hands, gave the wheel motion. The act was loudly applauded. The last performance was to stand on his head on the saddle, with his companion on the step. One great drawback in the fancy riding was that the track had been cut up, and was consequently rough. Mr. Curtis's riding is perhaps a little more attractive to the eye than Mr. Punnett's. Mr. Curtis rides a large wheel, a 52-inch, while Mr. Punnett takes a 44-inch wheel. The fine effect of Mr. Curtis's riding is brought about by very graceful motions. One trick, however, is especially worthy of mention. He balanced his wheel at a standstill, standing on the pedals with one leg over the handle. This was varied by resting one foot on a spoke. Mr. Curtis is adept in the art of balancing, it seemingly being as easy for him to sit on his wheel without motion as it is when the wheel is at full speed. He closed the exhibition with some fine double fancy riding with G. N. Perkins. For the best exhibition of single fancy riding, the judges gave the first prize to R. A. Punnett, and for double fancy riding to Curtis and Perkins; but the judges stated that it was exceedingly difficult to award the prize, as the merits of the riders were so equally balanced. A slow race of one hundred yards was won by R. A. Punnett while still twenty yards from the goal, in 1m. 4 $\frac{1}{2}$ s. A quarter-mile tricycle race was won by G. N. Perkins in 47 $\frac{1}{2}$ s. A one-mile race in heats was won by John Kondolf in two straight heats, in 3m. 33s. and 3m. 32s. respectively. After some fancy riding on an American Star by W. H. Reid, a quarter-mile race without using hands was won by W. J. Curtis in 51s. A mile race for outsiders was won by Mr. Kaufman in 3m. 25 $\frac{1}{2}$ s. A three-mile race for the

championship of the club followed, which was won by C. A. Smith in 10m. 52s., the first mile being led by E. B. Freatman in 3m. 28s. A one-mile relay race was run by W. E. Williams, Hovey, Kondolf, and Freatman; times, 51s., 1m. 47s., 2m. 40s., 3m. 31 $\frac{1}{2}$ s. The meeting was very successful, and considering the track, the times were very good.

HAVERHILL, MASS., 21 AUGUST. — A two mile straightaway race for a cup (valued at \$15) took place at the trotting park in Haverhill, Monday, 21 August. The race was run under sanction of the L. A. W., and governed by its racing rules. The starters were A. T. White, Howard Gage, and J. F. Adams of this city, and F. W. Goodwin and F. L. Holt of Lynn. The race was won by A. T. White; time uncertain. F. L. Holt and J. F. Adams collided at the start, and in the third lap Goodwin fell and Gage went over him; and as White was spurting to pass Goodwin at the time, it gave him the race easily, Gage second, and Goodwin a good third.

AT Salt Lake City, 24 July, the Salt Lake Bicycle Club held one-mile and ten-mile events, the first race being won by William Jennings in 3m. 20s.; James Woods second in 3m. 36 $\frac{1}{2}$ s. Jennings also won the ten-mile race in 40m.

W. J. MORGAN is willing to race any bicyclist in America except J. S. Prince fifty miles, for \$200 a side; or he will race Prince one hundred miles for the same amount.

TO-MORROW, at the Polo Grounds in New York, Prince and Armaido will do some smart riding in their 25-mile match for a \$500 purse. Prince expects to make a record worthy of himself in this contest, if the plucky Louise is in condition to show her usual go. Both are in active and constant practice, Prince at Chestnut Hill and Beacon Park, and the lady at Coney Island and on the Polo track.

THE Beacon Park track has been at last repaired and put in excellent order under the immediate direction of John S. Prince, and is this week opened to practice. It is well provided with dressing-rooms and other facilities, and ought to become a popular resort of wheelmen for both racing and practice. We understand that J. S. Prince will at present have the management of the track, and will give his personal attention to training competitors and others.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

An Open Letter to Charles E. Pratt.

Dear Sir:—Among those who attended the League meeting in Chicago, not a few were astonished at the result of

the annual elections and mystified by the attitude assumed by you toward competing candidates for the office you had so long and so creditably filled. When you were elected to the post of honor in the League, you were put there—

First. Because you were well fitted by experience and capability to deal with League affairs.

Second. Because you had not only been prominent, in organizing the L. A. W. and in contributing to its growth, but had done much to popularize bicycling all over the country.

Third. Because a powerful and friendly support was behind you in the leading club of New England, if not of the United States.

Your support was non-partisan: it was not sectional, it came from no organized political movement, but was, as such elections should be, spontaneous,—not influenced in any way by bicycle tradesmen and political jobbers. We have had no trade influences in the League up to the time of the last election, no petty wire-pulling, trickery, or scandalous conduct in our annual meetings.

Your resignation was timely and prudent. You were professionally engaged to advance the interests of the Pope Manufacturing Company, and could not in that capacity honestly serve the League.

The League is opposed to monopoly.

The Pope Company is a monopoly.

The League, in defending bicyclers and their interests, favors a low tariff on imported machines.

The Pope Company has endeavored to have the tariff raised from thirty-five per cent to fifty per cent, thus adding fifteen per cent to their enormous profits.

The League favors the sale of home-made machines at some such reasonable price as Englishmen pay for home product.

The Pope Company make their machines cost as much as an English machine of the same quality after the latter has had piled on it thirty-five per cent duty, \$10 royalty, freight across the Atlantic, and the interest on the price of a license to sell.

There is a wide breach between the moneyed interest of the monopoly and the interest of League bicyclers who suffer by it.

The chasm was too wide for you to straddle.

You resigned.

An influence in a national body like the L. A. W. is essential to the Pope Manufacturing Company. If they cannot directly or through their agents control it, the next best thing is to scheme for the election to office of men who favor the machines of the monopoly,—men who are friendly to the monopoly interests. In thus scheming, it is politic to stir up feeling against those who favor lower prices, lower tariff, protection to bicyclers, and competition among manufacturers. In the election, 30 May, was this not done? Did not the Massachusetts

Club, composed of President Col. Pope, Secretary E. W. Pope, Treasurer Joy, Mr. George Pope, Mr. Harry Pope, Salesman Wilmot, and Heaven only knows how many other employees beside yourself, send to Chicago a delegation whose representative, by getting the Crescent Club vote thrown out although the League rules did not sustain the action, and by getting the Massachusetts Club votes thrown in although the League rules pronounced them illegal, thus elect a candidate who rides a Pope machine, and has publicly favored the interests of the Pope Manufacturing Company?

Did you not mention Mr. Miller's name as a suitable candidate some time before the election?

Did you make that selection, or did Col. Pope?

Would it not have been more natural for you to have supported those who have hitherto supported you, more consistent to have named as a successor some one better known, better fitted, by experience with League affairs and by a working acquaintance with its past, to a performance of its duties; some one identified with the League's birth, growth, and success, such as was the man who stood first in the choice of wheelmen East and West at Chicago? I refer to the gentleman who has been your compatriot in the Boston Club, who has labored with you in building up this little journal, who, next to yourself, has had more to do with the success of bicycling and the success of the League than any other member of it; who stood out bravely and alone against the monopoly which has made bicycling in this country an enforced expensive luxury; who stood forth bravely and defended the interests of the men who tried to defeat him at Chicago. I do not here reflect in any way upon the character of the pleasant and respectable gentleman who is, by virtue of trickery in elections, by slander uttered by Mr. A. S. Parsons, and by the direct influence of the Pope Manufacturing Company, put into the chair. I believe he will honestly do his best to be a president. But, with hundreds of others all over the country, especially in New England, I protest against the influences that put him there; the influences that have already weakened the League by three large clubs, besides many small but growing clubs, and started a decay for that unripe fungus, the Pope monopoly, to feed upon. The line will have to be drawn for and against monopoly. The League cannot exist as an advocate of low prices and high prices, as a Pope League and an anti-monopoly League; it cannot smile upon the Pope interests, and like them absorb the shekels of bicyclers who have no stock in the company. We want no more two-faced dealings. If the Pope Manufacturing Company insist upon a representation and influence in an amateur organization like the L. A. W., then partisans will have to show their colors

and fight honestly for control. The League members can no longer be the dupes of the tradesmen who have come among them, and a large majority of them will *not* support an organization which only oppresses them under the name of protecting them.

Shall the L. A. W. be ruled by the monopoly, or shall it exist as an amateur organization of gentlemen to protect the interests of *bicyclers*?

There are questions here for you to answer, and for others to consider. They are all respectfully submitted.

RHODE ISLAND.

PROVIDENCE, R. I., 25 August, 1882.

In re Protests.

Editor Bicycling World:—As there seems to be considerable discussion about the action of the committee on rights and privileges in throwing out the votes of the Worcester and Marblehead clubs, I think it would be in order to ask the gentlemen of the committee for a statement of the particular form in which these votes were drawn up; and also whether the votes of the secretaries of either or both of these clubs were counted in. If Mr. Parsons will kindly give me this information through your columns, he will greatly oblige not only myself but other members.

C. W. FOURDRINIER,
L. A. W. Ticket, No. 896.

BOSTON, 25 August, 1882.

L. A. W. Wants.

WANTED:—At the next election of State officers, nominations to be made by a committee of three or five appointed by chief consul sixty days prior to closing of polls. Nominations to be printed on slips and sent to every League member in States where nominations are made, with accompanying blank ballot. This will call out a larger vote and lessen the scattering fire of recent elections.

Wanted:—*At once*, a full and correct directory of entire membership L. A. W., printed in neat, plain, and cheap pocket form, for *free* distribution to each and every member. Members should *not* be *compelled* to send for a list and pay fifty cents for it besides, — *it should be sent to them gratis*. Slips containing corrections and additions to be sent out *every three months* at least. Let the Hand-Book containing list of officers, constitution, rules, consuls, etc., be made up separately in neat little pamphlet form, to be mailed gratis also. These books will enable members to keep informed as to standing of membership, as to who their neighbors are, will be of great use to State officers and consuls in pursuance of their duties, and generally keep things active.

Wanted:—*Consuls* in every town in which a L. A. W. wheelman resides.

Wanted:—*League hotels* in every town through which tourists may pass, and list of same published in Hand-Book.

Wanted:—Routes and distances to be published in Hand-Book.

Wanted:—More *push* and *life* in the whole organization from top to bottom.

Wanted:—The executive officers to look after these or similar wants.

Wanted:—To know if the League is to lay dormant until next May election; if so, better put out a sign, —

"Wanted:—No more applications for membership,"—those now in will start something better.

Wanted:—New ideas and reorganization pushed to a point of activity and usefulness, and co-operation will *not* be wanting from a

MIDDLE STATE REPRESENTATIVE.

The Rejected Votes.

Editor Bicycling World:—Whether "Nine-pin" writes in a sarcastic way or not, I cannot say, but he has hit the nail on the head in fighting for principle. The question is not who was elected, but whether or not the votes of the Marblehead and Worcester clubs were rightfully thrown out and not counted. If "Geese's" statement is correct, that each of the ten men voting signed his name, the ballots should have been counted; whereas, if they were signed by the secretary for the club, as in the case of the Worcester Club, it would seem to be an open question, — although I should be inclined to think that they too ought to be counted, as the rule which provides for the present method of voting says nothing in regard to the signing of ballots. At best, the signing is only a matter of identification. If the committee have made an error of judgment, it should be corrected, and not passed by as if of no importance because the result of the election will not be changed. It is the right given to every member in the League to cast a ballot and have it counted, and a committee should not be allowed to discard votes without stating the reasons therefor. This way of running the League is what is killing it, and making its most ardent supporters disgusted.

FAIR PLAY.

New York Letter.

I MOUNT my wheel in the evening gray
For a spin to Harlem, two miles away;
I pass the park with its leafy screen,
That hides the roads we have never seen;
Like at hare and hounds when harking back,
I coast the span of the L. road's track,
And over the hollows dipping low
Till I meet the sun in the after-glow.
With a joyous sense I wheel along,
My heart still singing its sweet, low song;
Harlem is reached, no stop nor stay,
Then she's there at the gate, my winsome May!

Editor Bicycling World:—It is a rather singular fact that visiting riders, when here in New York, almost invariably get the impression that we are restricted in our riding to one or two routes. This is not the case: the whole of the upper part of the city is now interlaced and intersected by our routes, and every day, almost, develops some new road, for the most part good, and admitting of a run of from one mile to two, which of course always goes down in the og-book of our memory, to be extended

into future trips.... The city authorities, when constructing new roads through Harlem and the upper part of the island, now mingle the bitter with the sweet, and where they lay two roads of cobbles they lay one of macadam; seemingly out of consideration for us, but only seemingly, for they all drive horses, and pure selfishness rules their actions, and they have as little thought for us and our welfare as the sparrow policemen of the park (may Jersey mosquitoes perch upon their graves!).... Take my word for it, we have every bit as good roads here, on the average, as you will find anywhere, except perhaps your own city; and one or two of our roads cannot be surpassed except in length,—that being the one thing needful, for the Riverside drive is only about three to five miles long, and the fine portion of the southern boulevard toward distant Pelham and the east about three miles. The only one that sustains its reputation, with the additional bolster of length, is the 8th avenue boulevard, which will, by another year, be extended out toward Yonkers; and when that is reached by it, we shall have an elegant macadamized road, about one hundred feet wide, running for a straight fifteen miles. If we had the park roads, why, of course as every one will acknowledge, we would “take the bakery,” for a long day’s journey could be run without leaving its precincts. Alas! what a promised land (or rather unpromised) it is! and it is just exactly as far off as ever, with the present board in their enchanted palace of somnolence.... It is astonishing, though, how elegant a good, clear, open winter makes our roads. Last winter the writer rode every day when the weather was favorable, and that was very often. The roads would freeze hard, and whether cobbles or macadam, a slight fall of snow, with a little melting thrown in, and then a freeze again, and after one day’s driving ready for use (shake well, two teaspoonfuls to the dose); a clear, frosty day, air so exhilarating that you make T. Hunt Sterry a bet that you can lift him (with some trivial assistance from the derrick that stood erstwhile before the new Mills building) and off you go. Ah! nothing equalled those days, except perhaps the nights, when, with the cold, icy breeze in your face, and the icy moon casting many a glint from the icy layer beneath you, which rang with a metallic sound beneath the steady crunch, crunch of your wheel, you fly along, spurning the steady earth, and winging your flight, in mind, along the sparkling galaxy. One beauty about winter riding is that it is so exhilarating. It steals upon you unawares: when you first go out it is intensely cold, and the chill strikes you with a force that leaves you scarcely able to mount; but presently your legs are in motion, and by the time that a couple more blocks have stolen away to the rear, you feel a delicious tingling gradually working its way through your whole frame, and after that you are riding through an elysium. Forgotten quite is

the far-off summer, with its tempered air, and you only feel that you can ride like this forever.... What, I wonder, has become of the *Graphic* “distorter,” erroneously yclept “artist”? Can it be really possible that the renewed activity displayed of late by the city dog-catchers can have had any connection with his having failed to furnish us with his usual quota of anachronisms? Or has the late-rendered decision of the management of the county asylum for the insane induced him to retire to private life?... While at the theatre the other evening with my “best girl,” imagine my pleasure (?) in finding that after sedulously folding the programme so as to better mate her fairy hands (2 inches by 8½ feet; or in other words, the programme: her hands: my little wheel: Doc. Beckwith’s 160-inch wheel), I found to my disgust that I had, with my usual manual facility when run by my gigantic brain power, brought into the utmost prominence the following “crank-ism”:* “A Yankee bicycle dealer has adopted the plan of presenting each of his customers with a pair of crutches and a yard of sticking plaster, and consequently now enjoys a monopoly of the trade,” etc. (North, East, South, West, and Turkish papers please copy.) He might, in our estimation, have added to the collection “A Pamphlet,” containing full and comprehensive reasons for the refusal of the Bored of Park Commissioners to allow the bicycle in the park, and “A Treatise” on the cogent reasons, as personally and theoretically advanced by a horse, for scaring at a bicycle, and declining to shy at a huge rock in the road, a piece of paper fluttering around, a woman’s skirt flapping in the wind, or his own shadow well defined on the road: not because he disliked bicyclers as a class, but simply because he knew his owner objected to them on principle.... Doc. Beckwith, the genial captain of the Citizens’ Club, writes us from the wilds of Michigan that the attractions of the fair daughters of that State (they must be *Wheeler’s* and *Wilson’s*) in no wise compensate him for the brief separation he is undergoing from his 160-inch.... R. Marsden Campbell, president of the Lenox Club, resigns for a year’s trip to Europe for his health, and bicycling here for a time loses a man it can ill afford to part with, both in a social and a riding sense.... Frank Fullerton, ex-Manhattan Club, intends to enter for the Springfield races, as likewise Ben Sanford of the Ixion, and probabilities point toward the presence at that event of quite a large New York contingent. The first-named gentleman intends to astonish Springfield by riding on a machine to which he has fitted a newly patented appliance which he claims will give him twenty-five per cent. more speed with no (?) increase of power. We of

* N. B. Patent applied for, and rights reserved for all countries except Jersey, and all of the United States except Rhode Island, where, with such a “crank,” if the pedal were once turned, the spokes, I fear, would make sad work in Massachusetts’ heart, besides churning the life out of the still useful Sound.

course had this for dinner the day after he gave it to us, and with the aid of some of Wright’s lubricating oil it went down easily enough; but we have suffered a great deal since, and the doctors have not decided yet whether it will be an epidemic through the East or not.... Pitman says he wants to meet his old antagonist of the Boston Fourth of July races, who you say is entered at Worcester.... T. Hunt Sterry will in all probability enter for the Manhattan fifty-mile race, and with his weight reduced to ninety pounds and riding a 58½-inch Yale, he will make it warm for all, himself included.... Fred Jenkins took the run to Coney Island last week, and had a good time, the roads being in fair condition. Fred has been talking of starting a first-class place down-town as headquarters of the Cunningham Company; and as we know from the past that he has successfully catered to the wishes of his customers, we wish him every success in the future, with a hearty goodwill.... What time has failed to accomplish, the axe and pick and onward march of improvement are fast doing, to effect the destruction of old “791,” from out whose doors formerly so many of the old-time riders mounted for a moonlight spin or midday journey; for Park & Tilford, the great grocery concern, are putting up a large building, and are encroaching on 791’s ground.... Capt. Hill of the New Orleans Club is in town on a visit.... We have advertised repeatedly in the “Lost and Found” column of the *Herald* for members of the New York, Lenox, and Manhattan Bicycle Clubs; but as they fail to respond, with the exception of Messrs. Bourne and Jenkins of the Manhattan, we begin to think that they are either making their vacation somewhat longer than usual, or the species has become extinct.... W. J. Morgan issues a challenge in Friday’s (25th) *Herald*, to the editor of the *Police Gazette*, enclosing \$50, to any man in America, barring Prince, to ride a fifty-mile race for \$250, or \$500 a side; also to ride one hundred miles for \$200, or \$500 a side, and the American championship. Where are all our long distance riders? Can the Canadian beard us thus with impunity?... The agony is about over about the ten-mile race at the Polo Grounds on 2 September, as they have about decided to let it go through without getting the sanction of the N. A. A. A. In that case Pitman says he won’t go in, and Sanford, who was to enter also, likewise declines. It’s a pity they won’t do things right while they are about it.... Rah! for Pitman and the B. T. C. CHIC.

NEW YORK, 26 August, 1882.

The Essex County Wheelmen.

THE run of the League of Essex County Wheelmen came off last Thursday, 24 August. It was on the “orders for the day” that the start be made from Salem Common at 9.30 A. M. The time came, so did the Hawthornes, the boys

from Lawrence, Marblehead, Beverly, Ipswich, Haverhill, invited guests from Chicago and Philadelphia, and the spectators; but no commander. We waited half an hour for him. He didn't come then, and what is more singular, sent no message. President Currier then requested Capt. Bowie of the Hawthornes to take command, and we started, forty-five in all, the Hawthornes with bugle and colors leading the way. The roads were muddy, so the run to Nahant was a little slow. On Ocean avenue, Swampscott, where we went by fours, the line looked exceedingly well. Arriving at the Relay House, Nahant, about noon, wheels were stacked, and dinner served. After dinner the officers held a business meeting, at which a committee was appointed to arrange for a meet in Marblehead about the middle of September. The constitution and rules were ordered printed, and are to be distributed among the members. Designs for a badge are to be procured and badges furnished as soon as possible at a reasonable figure. The treasurer reported eighty-eight names on the roll, with a near prospect of a rapid increase, and cash in the treasury amounting to \$29.50. At 2.45 the bugle sounded to saddle, and as the Lawrence boys had a train to catch, the return trip was made in quick time, but good order; the editor of the crowd acted as rear-guard to prevent straggling, and he will do it if it takes all his time to keep in the rear.

And so the first run of the L. E. C. W. ended, and it can be counted a success, socially and financially. Capt. Bowie filled the bill in his position as commander. The Hawthornes were, as always, careful for the comfort of the visitors, and Executive Shirley and the rest of the Marblehead boys. I have to especially thank for the many courtesies I received at their hands while in their quaint old town. "869."

Haverhill, Mass.

Cycling Memos.

FACETIOUS youngster to party of bicyclers passing along: "Why don't you keep step?"

THE *Cyclist* has been calling attention, lately, to the practice in certain localities of offering money or plate, at option of winner, as prizes in events advertised for amateurs.

THIS opens the interesting question whether the losers would be amateurs if plate is chosen, and professionals if the money were taken.

At all events, it is clear that the practice is questionable, and I trust it will not find supporters in this country.

THERE seems to be no limit to the speed of bicycles under favorable circumstances. Not only has Cortis done twenty miles within an hour, but one hundred and ninety-three and a half miles of road has been traversed in the short time of 18h. 55m. by W. F. Sutton of the London Scottish Bicycle Club.

THE same gentlemen will attempt to do two hundred and thirty miles in twenty-four hours. Such travelling as this should forever silence the "croakers" one meets with occasionally, who still doubt the practicality of the bicycle.

AND, as I remarked last week, the tricycle is coming in for its share of the honors, — one hundred miles frequently being covered in a day.

W. V. BURT of the Boston Bicycle Club has, I understand, ordered a Coventry Rotary No. 1, of Rudge & Co.

THIS tricycle is well spoken of, and has an excellent reputation as a path machine. It is a single driver, makes only two tracks, and is narrow enough to pass through an ordinary doorway.

THE cranks are after bicycle pattern, and it has central chain driving. On the whole, a good-looking machine.

THE Coventry Rotary No. 2 is also an excellent machine, and differs from No. 1 only in its method of propulsion, which is by a double-cranked pedal shaft, and side chain driving; not so speedy as No. 1.

CORTIS not only got married the day after his great twenty-mile ride, but spent his honeymoon on a sociable tri.

THERE is a perfect galaxy in Washington, where the rough and worn asphalt makes the liability to headers on the ordinary bicycle particularly great.

By the way, the makers of the American Star should turn their attention to the manufacture of three-wheelers, as the cost of imported machines is a great drawback to their adoption.

IF they can make the Star, which is more complicated than the ordinary bicycle, for \$80, they should be able to give the American public a tricycle at a moderate price.

FIFTY cents on the Boston and Albany Railroad to carry a bicycle less than five miles is an imposition, and this matter of bicycle transportation should receive the attention of chief consuls and representatives of the States. This is just what they ought to attend to if they carry out the purposes for which they were elected.

ONE DOLLAR AND TWENTY-FIVE CENTS for a supper at the Massachusetts House at Lexington is what the Newton Club had to pay. This is too much even for such a good house. The L. A. W. should look to this. LONDON W.

A Bicycle Thief caught.

ON Friday, 11 August, a man named F. A. Richardson, *alias* William Patterson, called at the bicycle repair shop of Harry D. Hedger, corner Piedmont and Church streets, Boston, and stated that he was going to New York in a few days and desired to sell his bicycle before starting. He was told to bring it in, and departed; but early on the following Monday morning reappeared with a Columbia machine in fair condition which

he offered to sell for \$50, and after some haggling finally accepted \$30 and left. Mr. Hedger, receiving a fair offer, sold the machine the same day; but subsequently seeing an advertisement of a bicycle stolen which answered the description of the one in his possession, sent for the advertiser, Mr. H. A. Pope of Dorchester, who came, identified it as his, and took it away, allowing Mr. Hedger \$10. The latter was now \$20 out, but the police department was notified, and a warrant was issued for the arrest of Richardson, who was everywhere searched for. A few days later Richardson came in again, this time bringing a Harvard with him, which he said he had purchased with a Yale, but intended to keep the latter. Mr. Hedger was absent, but momentarily expected, and his assistant, Mr. Hewitt, suspected but was not certain that this was the man they were after, so kept him talking until Hedger came in, who at once recognized his man. He, however, bargained for the machine, but pretending not to have the money with him, went out for the ostensible purpose of procuring it, leaving Mr. Hewitt to keep his man easy. Of course he soon returned with officers, and Richardson was taken in custody. Hedger then advertised the machine, which was taken in charge by the police, and Mr. Thomas Jones of Corey Hill responded and proved the property his, and it was subsequently delivered to him. Richardson was arraigned last week Wednesday on account of the first theft, was convicted, and on Friday last was sentenced to two years. A warrant is out for his arrest for stealing Jones's bicycle also. As a matter of note, we would state that Richardson cannot ride a bicycle, and was obliged to trail the machines all the way from Dorchester and Brookline, respectively. When he first appeared at Hedger's to negotiate for Pope's machine, he had not got it, but stole it the following Sunday night. Mr. Hedger, besides the trouble and annoyance of the affair, spent some money in advertising Mr. Jones's machine, and we understand the latter gentleman has neglected to either reimburse or thank him for its restoration.

"PAPA WESTON" of Boston, U. S. A., having survived the hospitalities of Harrogate, called in at this office just as we were going to press. His numerous friends on the other side of the "herrin' pond" will be glad to know that he has entirely regained the health and vigor of former days, and that he presents as hearty and sunburned an appearance as they could wish to see. His response to our greeting of welcome, to the effect that he was "as well as could be expected" after reading the copy of the *BICYCLING WORLD* which contained the account of his departure from Boston, doubtless contains more of meaning than a superficial listener could comprehend. Mr. Weston will probably remain in Coventry several weeks before mounting his wheel for London. — *Cyclist*.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consultants, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

BROOKLYN BI. CLUB.—Additional: E. Annan, Jr., 201 Cumberland street, Brooklyn, N. Y.

BOSTON RAMBLERS.—Additional: H. L. Field, 42 Summer street, Boston, Mass.; A. L. Flocken, 27 Concord street, Boston, Mass.

RUTLAND BI. CLUB.—Additional: Fred. G. Tuttle, Rutland, Vermont.

CHAMPION CITY BI. CLUB.—Additional: H. H. Goodfellow, 22 East Main street, Springfield, Ohio; Ralph H. Thomson, 22 East Main street, Springfield, Ohio.

DETROIT BI. CLUB.—Additional: Chas. E. Dudley, 148 Lafayette avenue, Detroit, Mich.

UNATTACHED.—Fred. E. Barrows, 7 Webster street, Worcester, Mass.; Omar W. Wittemore, Arlington, Mass.; Frank Buhl, Danville, Vermilion County, Ohio; R. T. Peckham, 159 Park avenue, Utica, N. Y.

CURRENTE CALAMO

NEW-ENGLANDERS, all aboard for Worcester!

THE Cunningham Company have just got in a lot of new Yales.

FRANK W. WESTON is 'aving a galorous time hat 'ome hin the hold country, we are informed.

PROF. BROWNE of Boston University, now touring in Europe, will do some of his journey on the bicycle.

SECRETARY L. M. BEEBE, of the Charleston (S. C.) Bicycle Club, intends being present at the Springfield tournament.

MR. C. H. LAMSON will have a supply of gold League badges in various styles of make-up on exhibition and sale at the Worcester meet next Tuesday.

SEVERAL members of the Chelsea Bicycle Club took an extended run into the suburbs last Wednesday evening, under the auspices of a glorious moon.

CLAFLIN, of the Newton and Massachusetts Clubs, sprained his wrist a few days ago, but will make his appearance in the Worcester events, nevertheless.

TRAINS leave Boston for Worcester by the Boston and Albany Railroad at 8.30 and 11 A.M. on Tuesday, 5 September.

HENRY C. FINKLER of the San Francisco Bicycle Club, while spurring with a buggy in the park recently, was thrown by his wheel striking loose ground and received some severe bruises.

WILLIAM B. EVERETT of the Boston Bicycle Club succeeded recently in rescuing from drowning a woman and two children who had slipped from the rocks into the water at Wells Beach.

CAPT. SCATTERGOOD, of the Albany Bicycle Club, is spending a few days in this vicinity. His family is summering at Harvard, about thirty-five miles from Boston, and he has wheeled to and fro several times.

THE "Bi. girls" who have been away visiting have all returned home save one, and are welcomed home by the Bi. boys. — *Springfield* (Ohio) *News*. Consequently the Bi. boys are done saying, "By Bi. girls."

THE price of suspenders for holding up stockings has gone up, while the monkey wrench still holds its price at seventy-five cents. — *Springfield* (Ohio) *News*. Now, how do you apply the monkey wrench for the purpose?

MESSRS. CHAS. E. PRATT of the Boston Club, Chas. A. Hazlett of the Rockingham Club, and Winfield S. Slocum of the Massachusetts Club, have been wheeling along the North Shore in company during the recent fine weather.

AT the Saturday afternoon run of the Chicago Bicycle Club, 19 August, eighteen riders appeared in line. The objective points were Garfield and Humboldt parks, supper being taken at the latter, and the return made by hub light.

LOUIS S. BARNARD, a Boston match boy, recently rode a bicycle from this city to Providence, about fifty miles, in the very good time of about six and a half hours, and owing to the drouth much of the road was in wretched condition.

SAN FRANCISCO Bicycle Club men have been accorded partial riding privileges in Golden Gate Park, under limitations and at certain hours. This will do for a beginning, but the time must come when their full rights will be conceded.

THE two bicycle parts in which improvements are most needed at the present time are the saddle and the saddle spring. Very little has been accomplished in these directions yet, as compared with other points of bicycle construction.

SECRETARY HILL, of the Worcester Bicycle Club, informs us that special rate tickets and ample accommodations for wheels will be furnished by the Boston

and Albany Railroad on the occasion of the grand meet at Worcester next Tuesday, 5 September.

HILLMAN, HERBERT & COOPER, the prominent English manufacturers, whose machine, the Premier, is such a favorite with many old riders in this country, makes an announcement on our second page to which the attention of our readers is particularly directed.

CAPT. JOHN R. HEARD of the Roxbury Bicycle Club, being unable to spare time for a vacation from business, wisely concluded to do the next best thing, so married a charming young lady on the evening of Tuesday, the 22d inst., and now has no wish to go away from home.

WE are glad to see that that excellent literary monthly, the *Brooklyn Advance*, has taken up the advocacy of bicycling. It not only indicates the wisdom of its managers, but evinces the general and growing recognition of the wheel as a factor in healthful physical development and recreation.

D. BOLTON, the English professional rider who was severely injured while dismounting, by his clothes catching in the machine and causing the handle bar to strike his stomach, has since died from the effects of the blow. This should be a warning to riders to be careful about wearing any loose garment liable to get entangled in the machine.

THE Newtons took a spin to Lexington Saturday evening to supper, and returned by moonlight. The party comprised eight wheels, but four of them belonged to a buggy. They were charged \$1.25 per plate for supper at the Massachusetts House in Lexington, but "Carver" says perhaps it was because Freelon flirted with the pretty waiter girl.

MR. E. A. HEMMENWAY, an unattached rider from Dorchester, on Saturday last made the run from Dorchester to Newburyport and return; distance, 103 $\frac{1}{8}$ miles. Mr. Hemmenway left home at 4 A.M., and breakfasted at Salem, dined at Newburyport, and arrived in Dorchester at 9.25 P.M. Mr. Hemmenway ought to join one of our local clubs.

CHARLES A. BOOTH, who will be remembered by the old riders in this vicinity as a bicycling professional and instructor, was at last accounts engaged in projecting and organizing bicycling races and tournaments in Australia, and at Melbourne some events under his management have raised a question involving the amateur status of several riders there.

FRED. B. CARPENTER, the popular captain of the Crescent Bicycle Club of this city, met with a severe accident at Concord, Mass., on Monday of last week. He was thrown from his machine, the backbone of which whirling over struck him on the head, cutting quite a gash and making him insensible for a time. He also sprained his knee, and will be laid up for a week or so yet.

MR. FRANK G. EATON, the genial member of the Germantown Club who rode from Philadelphia to Boston last season, is now spending a few weeks' vacation at his former home at Newton Lower Falls.

WE notice that a match boy has been doing good work on a bicycle. Our Busy Man said a match boy ought to make a good "scratch" man. We assented, and added that he would go like the — Lucifer on one of our "sand-papery" roads, and make it hot work for any competitors. But ought not his machine to be the "Matchless"? and where would he be likely to find his match?

MESSRS. E. E. GAGE and A. H. RICHARDSON, wheelmen of Hyde Park, Mass., on 14 August wheeled from that town to York, Me., — about eighty miles. They took the most direct but hardest route — the turnpike — as far as Newburyport, and found it hilly and rough, of course. They returned last week by another route, partly, and notwithstanding the roads, express themselves as highly enjoying the trip both ways.

A YOUNG bicyclist named Benjamin Nason, residing in Salem, while riding through Manchester in this State on Friday, 18 August, with a party, struck against a lamp-post when turning a street corner and was thrown from his machine, receiving a bad cut on the thigh, besides other injuries which will incapacitate him from riding for several days. The lamp was broken from the shock of the collision, which would seem to indicate that he was going at pretty high speed.

LONG-DISTANCE riding appears to be having quite a boom in England. The captain of the North Warwickshire Club recently rode seventy-six miles in six and three quarters hours without a dismount, and the honorary secretary of the same club rode one hundred and fifty-eight miles in seventeen and one half hours; five members of the Belsize Club rode one hundred and fifty miles in twenty-one hours, or thirteen and a half hours actual riding time.

CAPT. J. G. BUTLER of Watertown Arsenal recently rode to Portsmouth, N. H., accompanied by his twelve-year-old son, who was mounted on an old-style light 40-inch Excelsior with cone bearings. The journey consumed three days, including some time spent at Rye Beach. The ride is more noteworthy from the fact that the lad has only been mounted a short time on a regular machine, his practice previously having been confined to a small wooden bicycle last season.

AMERICAN STAR stock among bicyclers appears to be looking up. We hear many favorable reports of it lately, from parties who have used it long enough to fairly test its capabilities. We imagine that much of the prejudice against it entertained by old bicyclers who have experimented with it arises from the fact that they do not stick to it long

enough to accustom their muscles to the unusual motion and method of propulsion as compared with the crank machine.

THE Boston Ramblers will send ten or a dozen men to the Worcester meet, and the Newton Club will furnish about the same number. The Boston Club expects to muster from fifteen to twenty riders for the run to Northboro' Monday afternoon, on the way to the meet. The Chelsea Club will probably send half a dozen riders, and the Crescents of Boston will also be represented, and it is probable that the Massachusetts and other local and suburban clubs will send generous delegations.

MR. EVERETT of the Bostons, with a party of three unattached riders, Messrs. Souther, Westcott, and Page, took a three-days' run down the North Shore, taking in the watering-places along shore. The first day, stops were made at Swampscott, Marblehead, Salem, Beverly, Manchester to Gloucester (for the night); Pigeon Cove, Annisquam, Ipswich, Rowley to Newburyport for the next day; Boar's Head, Rye Beach, to Portsmouth for the third day. Mr. Everett left the others at Portsmouth, who made trips from there to York Beach, Epping, and other places, returning from Newburyport to Dorchester on wheel on Wednesday, 175 miles for the four days.

FROM a private letter from Mr. Fred. S. Pratt of Worcester, chief consul elect for Massachusetts, we take the following: "I should have much preferred to let some one else assume the responsibilities of chief consul's office. There are plenty of wheelmen in the State who have the requisite leisure to devote to it, and far greater ability. I felt perfectly safe after declining to be a candidate, and have had hardly time to recover from my surprise at the result of the ballot. I doubt if I shall be able to resist the urgent appeals I have had to reconsider my action, however. They are made in such a kindly spirit, and accompanied with such promises of hearty support and assistance, that it would seem ungracious to refuse an effort, at least, to serve. I shall probably call an informal meeting of the State officers at Worcester, 5 September, some time during the day."

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

W. C. M., OVID, MICH. — "King of the Road," to be procured of any importing dealer.

Editor *Bicycling World*. — The writer wishes to know the capabilities of the Marine Bicycle: 1st, for speed for the following distances: 1-4 mile, 1 mile, 5 miles, 25 miles; 2d, the greatest velocity of the wind against which the machine can be practically driven. F. M. G. CHELSEA, 24 August, 1882.

BOOKS AND PAGES

THE WHEELMAN. — Just before going to press we received a publishers' circular and advance sheets of the forthcoming monthly bicycling magazine, the *Wheelman*. Hitherto we have seen nothing in relation

to its existence except occasional allusions to it in some of our Western exchanges, and the circular to dealers on which we have editorially commented in this issue. From the prospectus and advance pages now before us, however, we can form some idea of the scope and quality of the periodical, and welcome it, not as a competitor, but as a valuable accession to wheel literature, abroad as well as in America. The specimen pages contain Mr. C. E. Pratt's entertaining article, "A Wheel around the Hub," which was published in *Scribner's* several years ago, with all its excellent illustrations; and if its typographical standard is to be maintained, as indicated, it may well take rank, as it claims, with our leading magazines. It announces a good list of contributors, among which are some with whose writings the readers of the *Bicycling World* are already familiar. In short, it will, without question, become an interesting and valuable literary compendium of bicycling, although we cannot altogether indorse Vice-president Parsons's assertion, in commending it, that "The need of something much more likely to preserve in permanent form and convenient shape accounts of news, tours, events, and general bicycle chronicles than the weekly publications has been felt for some time." Notwithstanding we recognize its birth as a direct result of the unpleasantness existing between the *World* and the monopoly, whose *protege* it undoubtedly is, and whose material support it will receive according to its fidelity to its patron's interests, we still cordially commend it as it now appears, and decline to consider it a rival or competitor in our own field, but rather as a coadjutor in the general interests of bicycling, and more particularly as its literary exponent. It is to be published in Boston, and its editors are announced as S. S. McClure and J. S. Phillips.

ST. NICHOLAS for September is received, and is full and varied in its list of contents, several stories and poems being unusually entertaining, some of the best of which are "The Doll that could n't spell her Name," "The Cockatoos," "Jiro, a Japanese Boy," "The Story of the Arbalist," "The Marlboro' Sands," etc. "Our Largest Friends" is an interesting account of the elephant. Mrs. Clement's "Art and Artists" gives sketches of Brunelleschi, Ghiberti, Donatello, and Cellini; Balder, the god of summer, is described in "Stories from the Northern Myths"; and Mrs. Dodge's serial, "Donald and Dorothy," the conclusion of which is promised next month, grows more interesting as it nears the end. The departments, "Jack-in-the-Pulpit," the "Letter Box," and the "Riddle Box," are all as usual of good things.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

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WANTED. — Tricycle. A second-hand tricycle in good condition. Send full description and lowest cash price to GUMP BROTHERS, Dayton, Ohio.

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W. W. STALL.—Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

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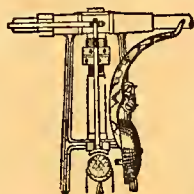
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TRICYCLING JOURNAL.—Weekly. Edited by **Charles Cordingley**, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

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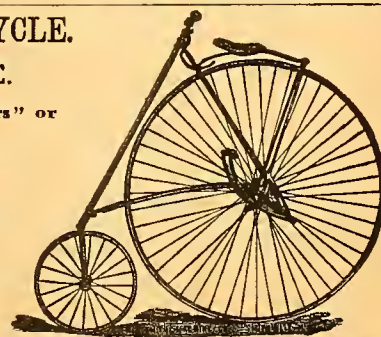
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William S. Gilman, Editor.

E. C. Hodges & Co., Proprietors.

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10s. Foreign.
7 cents a copy.

BOSTON, 8 SEPTEMBER, 1882.

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Number 18.

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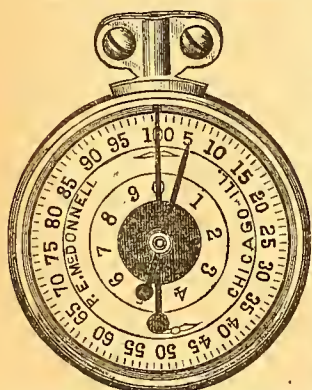
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5-mile Race, 3 Prizes, value	\$125 00
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*Best two in three heats.

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[C. K. FERRY, Sec'y.

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AT BEACON PARK,

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As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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WILLIAM E. GILMAN EDITOR.
 J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
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To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PRIBERTON SQUARE, BOSTON, MASS.

BOSTON, 8 SEPTEMBER, 1882.

COL. POPE AND THE TARIFF.

WE have received the following communication from Col. Pope, and in justice to that gentleman gladly place it before our readers: —

Editor Bicycling World: — Sir: The statements in recent issues of your paper to the effect that I urged the Tariff Commission for an increase of the import duty on bicycles, are entirely false in every particular. If you did not know this, you at least had the means of knowing it open to you. I urged a reduction of the tariff on steel and on bicycles and tricycles, and filed papers with the Commission formulating the request; the substance of one (only) of these has been published. Most of your untruths are beneath my notice. The reiteration of this leads me to ask your attention to a denial. ALBERT A. POPE.

BOSTON, 1 September, 1882.

We have no desire to persecute or in

any way injure Col. Pope or the company of which he is president. The only occasion we have taken editorially to refer to the Colonel's appearance before the Tariff Commission was in our issue of 11 August. In that editorial we did not state that he had urged the Commission to increase the tariff on bicycles. We quoted a paragraph which, variously worded but concurrent in substance, was going the rounds of the press and reported him as urging the abrogation of the duty on steel, on the ground that "the present tariff discriminated against his business in that it imposed a duty of forty-five per cent on steel and only thirty-five per cent on bicycles." We had no reason to doubt the truth of the report, and the inference we drew therefrom was obvious not only to us, but to the general public; and we received several communications from bicyclers calling our attention to it, and urging some counter action, before our editorial was published. If the Pope Manufacturing Company had had the courtesy to furnish us with the facts, we should have been glad to publish what he now states, that he "urged a reduction of the tariff on bicycles and tricycles."

In this connection we notice that our New York contemporary, the *Wheel*, impugns our motives in advocating a petition for the reduction of tariff on imported machines just at this time; but if the editor has followed the previous course of this journal, he should have noted that we have several times, but vainly, urged the League to take up the subject, and it was only the supposed adverse action by Col. Pope that prompted us to move in the matter and initiate what nobody else seemed inclined to.

However, since the Pope Manufacturing Company and we are of the same mind in relation to the tariff on foreign bicycles, we are happy to announce the fact and congratulate wheelmen on the consequently more flattering prospect of securing a reduction. And now if the company would also act upon the hint thrown out by the *Wheel*, and, abandoning its monopoly, throw the market open to free manufacture, our accord would be complete; for is not our contemporary aware that we desire more men to engage in bicycle manufacture as the best method of improving the construction and reducing the prices of American machines? But under the present condition of things there is no inducement for makers to

largely invest in a business on which an injunction is likely to be put and a fine imposed at any time.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB fixtures: —

Saturday, 9. Headquarters 2 P. M. Run to Beacon park for practice. Leaving park at 5 P. M., run to Cobb's for the night, stopping at Underwood's at 5.45.

Sunday, 10. Leave Cobb's at 9 A. M., run via Dedham to Hotel Wellesley for dinner at 1 P. M. Headquarters 9.30 A. M. Run to Hotel Wellesley to join party from Cobb's to dinner 1 P. M. Returning at 3 P. M. to headquarters. Arriving 6.30.

Saturday, 16. Annual twenty-mile club race at Beacon park.

Sunday, 17. Headquarters 9 A. M. Run to Nahant via Cambridge, Medford, Malden, Saugus, and Lynn. Dinner at Hood Cottage. Returning same road 2.30 P. M. Headquarters 2 P. M. Run to Malden to meet party returning from Nahant.

Wednesday, 20. Club goes to Springfield for races, etc., particulars to be announced.

Saturday, 23. Headquarters 5 P. M. Run to Cobb's for the night.

Sunday, 24. Leave Cobb's at 9 A. M., run to Downer's Landing via Quincy and North Weymouth to dine, returning to Boston at 2.30 P. M.

Wednesday, 27. Headquarters 2 P. M. Run to Beacon park for scrub handicap races.

Associate members are invited to attend the September events.

RUTLAND BI. CLUB. — 16 September. Annual run via Salem, Cambridge, Hoosick Falls, and North Adams to Springfield, to attend the tournament of the Springfield Bicycle Club, 20 September. Return route to be decided upon by the club.

DUBUQUE BI. CLUB. — At the regular quarterly meeting for the election of officers of the Dubuque Bicycle Club, held Monday, 14 August, 1882, the following were chosen: President, O. M. Peaslee; secretary and treasurer, H. M. Foy; captain, H. E. Trudway; sub-captain, J. C. Trudway.

H. M. FOY, Sec.

DUBUQUE, IOWA, 27 August, 1882.

CAZENOVIA BI. CLUB. — A bicycle club was organized here the 20th of last May, the meeting being held in the parlors of the Lincklaen House, when the following officers were elected: Severe Dorion, president; C. M. Knowlton, captain; F. J. Pulford, secretary. We have at present nine members, all enthusiastic, we having made club runs of forty to fifty miles a day. Our captain has made one hundred and four miles in a day, in nineteen hours from start to finish, and fourteen hours in the saddle. The route taken was the Genesee Valley turnpike; he rode five miles before starting from home. From here he went to Chittenango, ten miles; then to Oneida, fourteen miles, to breakfast; then to Utica, twenty-seven miles; then to New York Mills to dinner, and return to Utica, eight miles; from there back to Chittenango, forty miles; making a total of one hundred and four miles. The next morning he rode home against a grade of one hundred feet to the mile, with the thermometer at 90° in the shade. A few days since, our artist, Mr. Johnson, who at that time was stopping at De Ruyter, fourteen miles south of here,

gave us an invitation to visit him, which we were not slow in accepting. We made the distance in two hours. On our arrival we found a most welcome repast awaiting us, after partaking of which we paraded the principal streets, and caused about as much excitement as Barnum and Jumbo would have done, there being no bicycles there. The next morning we returned home in time for breakfast, my cyclometer registering thirty-five miles.

F. J. PULFORD, *Sec.*

CAZENOVIA, N. Y., 27 August, 1882.

LARAMIE BI. CLUB.—The Laramie Bicycle Club was organized Saturday evening, 26 August, with thirteen members. The following officers were elected: M. C. Barrow, president; Charles S. Greenbaum, vice-president; M. Dawson, secretary and treasurer; and W. O. Owen, captain. The other members are: W. K. Sinclair, Wm. C. Wilson, Jr., W. O. Downey, J. W. Donnellan, Bill Nye, L. C. Hanks, Geo. Garrett, Bert Wagner, and Morris D. Rees, Jr. This is the first organization of the kind in this Territory, and the greatest enthusiasm prevailed at the meeting. **WILLIAM O. OWEN.**

LARAMIE CITY, WY., 28 August, 1882.

MERIDEN WHEEL CLUB.—The Meriden Wheel Club was organized some two months ago with eleven members, and is officered as follows: Captain, T. S. Rust; first lieutenant, G. S. Smith; second lieutenant, J. F. Ives; secretary and treasurer, Louis Casper. Our uniform consists of navy-blue helmet, gray shirt, brown corduroy breeches, blue stockings, and low canvas shoes. Machines average fifty-four inches, two being fifty-six inches, the majority of them full-nickelled. Four new members were admitted at our last meeting, and several other parties intend purchasing machines.

SECRETARY.

MERIDEN, CONN., 31 August, 1882.

RACES

Coming Events.

9 September. New York. Fifty-mile bicycle race at the Polo grounds under the auspices of the Manhattan Athletic Club, to start at 3.30 P. M. Three prizes, gold medal each. Entries, \$1.00, close 14 September, to F. J. Graham, secretary.

14 September. Newington Park, Baltimore, 3 P. M. Annual races Maryland Bicycle Club. Open to all amateurs under L. A. W. rules. First race, half-mile heats, club members only: First prize, medal, Maryland Club badge, value \$20; second prize, nickelled 1882 King of the Road lamp. Second race, two-mile dash, open to all amateurs: First prize, gold medal, value \$25; second prize, medal, value \$12. Third race, one-mile heats, handicap, club members only: First prize, gold medal, value \$35; second prize, nickelled *Eolus* ball pedals. Fourth race, three-mile dash, open to all amateurs: First prize, gold medal, value \$35; second prize, medal, value \$18. Fifth race, five-mile championship of the Maryland Bicycle Club: Prize, gold medal, value \$65; to second man, medal, value \$15. Entrance fee, fifty cents to each event. Entries to E. A. Griffith, 247 West Baltimore street. Entries close 6 P. M., 12 September.

16 September. Third Annual Twenty-Mile Championship Race of the Boston Bicycle Club on the track at Beacon Park, at 4 o'clock P. M.

19 September. First annual races and tournament of Alhaby Bicycle Club at Island Park Race Course. Events: $\frac{1}{2}$ -mile dash, 1-mile race, 3-mile race, 5-mile championship race, slow riding one hundred yards, and fancy riding. Gold medals and plate amounting to \$150 will be given for prizes.

20 September. Springfield, Mass. Bicycle tournament under the auspices of the Springfield Bicycle Club. C. K. Ferry, secretary.

26 October. Philadelphia. Grand bicycle meet in connection with city bicentennial celebration.

WELLINGTON, OHIO, 23 AUGUST.—Bicycle races were held here, under L. A. W. sanction, the first being a mile and a half event for prizes, valued at \$25 and \$15, the first being won by Frank Hawkins of Norwalk and the second by Paul North of Cleveland. The second race was a third of a mile; prizes, a pair of ball pedals and a cradle spring, the winners being F. Lamkin and F. Conant respectively.

COLUMBUS, 29 AUG.—L. O. W. MEET.—The following are the results of the races in the afternoon: *Half-Mile Dash*—D. G. Porter, Dayton, 1; J. G. Kitchell, Cincinnati, 2; S. D. Kingsbury, Xenia, 3; all close together; citizens' prize, value \$40. *Mile Dash*—Robert Knight, Delaware, 1; J. B. Griffith, Steubenville, 2; time, 3m. 49 $\frac{1}{2}$ s.; prize, \$50 gold medal. *Five-Mile Dash*—Lewis Pease, Columbus, 1; W. E. Galway, Cincinnati, 2; W. H. Wetmore, Cuyahoga Falls, 3; time, 19m. 20s.; prize, bicycle presented by the Pope Manufacturing Company. *Mile Dash* for State championship—Frank Lamkin, Medway, 1; S. S. Mott, Dayton, 2; George Collier, Cleveland, 3; time, 3m. 22s.; prize, diamond badge, value \$125. The following were the officers: Judges, C. J. Krag, W. A. Whiting, F. M. Bookwalter; referee, F. T. Sholes; timers, W. H. Miller, R. S. Kingsberry.

NEW YORK, 2 SEPTEMBER. PRINCE AND MILE. ARMAINDO.—About five hundred persons, many of them ladies, assembled at the Polo Grounds in New York last Saturday to witness the 25-mile race between John S. Prince and Mlle. Louise Armaindo, the latter being allowed three miles start. Prince rode a 54-inch Yale, and Armaindo rode one of similar make with a 51-inch wheel. The riders left the starting point at 5.16 o'clock. Prince took the lead and increased the distance from his opponent steadily, passing her lap after lap, until Armaindo crossed the line on the second lap of her third mile, when he crossed off one mile from his handicap. Prince kept increasing his speed, and passed Armaindo a second time, two miles ahead, on the second lap of the fourteenth mile. The lady rode very gracefully. The perspiration rolled off her face, and it was evident that she was too heavily clad for such arduous exercise at this season of the year. It was growing dark when Prince made the second lap of the third mile of his handicap. The excitement grew intense. The crowd cheered and the ladies waved their handkerchiefs. Armaindo worked her pedals like the cranks of a locomotive, but Prince was not idle, and he overtook and passed her on the second lap of the last mile, winning the race by 34 seconds. The New

York Times gives the score as follows:—

Prince.			Armaindo.				
Miles.	H. M. S.		Miles.	H. M. S.			
1	3 30	0 3 50	14	.....	51 29	1 0 32
2	6 58	0 7 55	15	.....	55 41	1 5 6
3	10 28	0 12 5	16	.....	59 49	2 9 53
4	14 3	0 16 22	17	.....	1 39	1 14 42
5	17 39	0 20 32	18	.....	7 43	1 19 35
6	21 14	0 24 51	19	.....	11 42	1 24 28
7	24 48	0 29 13	20	.....	15 57	1 29 17
8	28 29	0 33 25	21	.....	20 23	1 34 10
9	32 5	0 38 10	22	.....	25 6	1 38 49
10	35 44	0 42 20	23	.....	29 38	.....
11	39 37	0 47 7	24	.....	34 12	.....
12	43 25	0 51 33	25	.....	38 15	.....
13	47 24	0 56 18				

Previous to the principal contest, a bicycle race of ten miles was contested between Edwin Oliver of the Citizens' Bicycle Club of this city, A. R. Ives of the Brooklyn Athletic Club, and Frank Moore, the champion of England. Ives rapidly fell behind from the start. Oliver kept ahead of the British champion until the last lap, and apparently thought he had an easy victory. On the final lap Moore "let himself out," and won the race in 0.39.41. Oliver was as much surprised at the result as any of the spectators.

The track was in a wretched condition, being soft and broken in many places; considering which, although Prince was at no time pushed and won easily, the time was very good. In the 50-mile contest with Armaindo in the Institute Building, his 25-mile time was 1h. 26m. 46s., and the lady's 22-mile time was 1h. 29m. 30 $\frac{1}{2}$ s.

MONTREAL, 2 SEPTEMBER. ANNUAL RACE MEETING OF MONTREAL BI. CLUB.—1st. One-mile (fourth class), club; open to those who never raced before; won by R. MacCulloch. Time, 3.51 $\frac{1}{2}$. 2d. One-mile, open to all amateurs; won by G. M. Smith, Montreal Bicycle Club. Time, 3.44 $\frac{1}{2}$. 3d. One hundred yard dash (in heats); won by G. H. Wood, Shamrock Lacrosse Club. Time, 10 $\frac{1}{2}$ s. 4th. One-mile, boys (under fifteen) on wooden machines; won by E. P. Hannaford, Jr. Time, 5.40. 5th. Two-mile (third class), club; won by W. G. Bessey. Time, 8.06. 6th. Two-mile (second class), club; won by John H. Low. Time, 8.50 $\frac{1}{2}$. 7th. One-mile (foot), open; won by Thomas Moffat. Time, 4.48 $\frac{1}{2}$. 8th. One-mile obstacle, club; won by G. M. Smith. Time, 4.50. 9th. Five-mile (first class), club cup, won by W. G. Ross. Time, 12.06 $\frac{1}{2}$. 10th. One-mile, boys (under fifteen); won by G. Angus. Time, 4.10. 11th. Four hundred and forty yards, foot (open); won by N. Fletcher. Time, 53 $\frac{1}{2}$ s. 12th. One-mile combination (club); won by W. G. Ross. Time, 7.00. In this race the competitors walked a lap, ran a lap, wheelbarrow a lap, back wheel, in front and on the ground pushing by handles a lap, ride a lap. 13th. Five-mile, open; won by F. C. Holden, Montreal Bicycle Club. Time, 20.57.

The bicyclers at Cottage City had a race of about two miles last Saturday afternoon, there being six starters. H.

W. Tufts won in 9m. 7½s.; O. M. Draper, second. Both gentlemen belong to the Columbia Club, of Attleboro', Mass. W. D. Wilmot, under whose management the event was run, presented the winner a silver medal.

PRINCE will accept Morgan's challenge to a 100-mile champion race and a \$500 purse, and has probably already covered the latter's forfeit deposit with the editor of the *Police Gazette*.

THE third competition for the £50 challenge cup, presented by the Crystal Palace Company to be competed for annually under the rules of the Bicycle Union, was won on the Crystal Palace track, 17 August, by C. D. Vesey of the Surrey Bicycle Club. Distance, fifteen miles; time, 46m. 22½s.

THERE are to be bicycle races at the Washington County Fair, Marietta, Ohio, which opens 27 September.

PRINCE and MELLEEN will race for a \$200 purse at the Attleboro' Agricultural Fair, 5 October.

THE Boston Bicycle Club is making preparations for a most successful and interesting contest for the third annual 20-mile championship, to take place at Beacon Park the 16th inst. Besides Underwood, whose sad accident necessitates his withdrawal, the following entries had been received up to our going to press: C. L. Clark, riding a 52-inch Rudge; B. L. Knapp, 50-inch Harvard; F. H. Childs, 54-inch Columbia; W. B. Everett, 56-inch Harvard; Freelon Morris, 52-inch Yale; J. S. Dean, 55-inch Yale; W. H. Edmands, 56-inch British Challenge. The medal of 1880 was won by J. S. Dean, while that of last year was taken by W. W. Stall, who, we believe, will not enter any of this season's events.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

The Coney Island Races.

Editor Bicycling World:—While I must congratulate you upon securing such an able correspondent as "Gifford," yet I must take some exceptions to a portion of his letter, of which I perhaps have a fuller knowledge than Mr. "Gifford." In speaking of the races at Coney Island, "Gifford" states, "The races at Coney Island last week were a dead failure, except in a pecuniary sense." Either "Gifford" is totally ignorant of facts, or else purposely twists things. The races were a pecuniary failure, as neither managers nor riders made a cent, but developed good racing and creditable scores. Mr. Morgan's average of 13½ miles per hour for thirty-six hours, through rain and heat, on an out-door track, and his last day's ride of 82 miles and 4 laps without a dismount, certainly show a square performance.

In regard to the amateur races, there

was no pull whatever in obtaining L. A. W. sanction. I wrote to the racing board, obtained their consent, asked prominent wheelmen to act as officials, and had the entries been sufficient we would have had a successful meeting. This season is very bad, as *all* the racing men are out of time, and there are not twenty club-men around. As soon as I found the entries were not sufficient to hold the meeting, I telegraphed everybody of their postponement, so nobody was hurt.

"Gifford's" letter is apt to lead one to think we do an immense amount of riding here; but apart from an occasional two or three (the gang) a wheelman is a scarce article, the adverse decision in the park case being too much for the riders. But fall is coming, and with it the return of a large number of men who have been summering in the vicinity of New York, which will doubtless improve the state of affairs. If "Gifford" wants to "boom," let him come around and keep down a few of the "blasts" that patter against old 791 like a hail storm.

FRED. JENKINS.

NEW YORK, 28 August, 1882.

Springfield.

Editor Bicycling World:—The members of the Springfield Bicycle Club have their hands full just at present in perfecting arrangements for the first annual tournament, to be held in this city 20 September. The arrangements are now well under way, and from all indications we shall have a successful meet, if only "Old Prob." favors us with a pleasant day. Many of the prominent wheelmen of the country have signified their intention of being present. The track on which the races will be run is an out-door mile track; and all bicyclers who have raced on it unite in pronouncing it a very superior racing course, it being very hard and smooth. All wheelmen will be assured of a hearty welcome 20 September, or any other time when they may be in this vicinity. Although the drouth has been as severe here as anywhere, the wheeling is not as poor as one would naturally expect to find it; six of our boys took a thirty-six mile run last Sunday, and found the roads in much better condition than was expected. With a cordial invitation to all wheelmen to visit us 20 September, I am, 2357.

SPRINGFIELD, MASS., 29 August, 1882.

One Hundred Miles in a Day.

Editor Bicycling World:—I wish to add another to the list of hundred-mile runs. Like many amateur wheelmen, I have for some time had a lingering desire to score one hundred miles in a day, but for want of opportunity had almost abandoned the idea. At last, in spite of lack of previous practice, I decided to make the attempt. The route selected was from Dorchester, through Roxbury, Brookline, Cambridge, West Somerville, Medford, Malden, to Lynn and Salem; thence through Bev-

erly, Wenham, Hamilton, Ipswich, and Rowley, to Newburyport, returning over the same roads. The start was made at about four o'clock on the morning of 26 August, and Salem was reached at seven. After a stop of two hours and breakfast at the Essex House, the wheel was again mounted, the run resumed, and Newburyport reached at 12.15, where an excellent dinner was obtained at the Merrimac House. At 2.20 the homeward trip was begun, and completed at 9.35 P. M.; the distance each way, by an accurate cyclometer, being fifty-one and seven eighths miles, or one hundred and three and three fourths miles for the whole run. The roads from Dorchester as far as Saugus were found in fine condition from recent local rains, but the remainder of the way they were very dry, and consequently more or less dusty, being especially so from Salem through Beverly to Wenham, although from Wenham to Newburyport they were generally good, and in some parts very good, despite the dry weather. At the beginning of the homeward run some slight doubts may have been entertained as to the ability to complete it, but they soon wore away, and as I neared home, a spurt with a horse over the fine road through Malden assured me that I was still far from being exhausted. Of course the fatigue was considerable, but it resulted in no ill effects, and in a day or two I was feeling better than since a week previous to the trip. Runs like this are growing more common here, now, and by many riders would not be thought much of; but it was taken by one whose opportunities for practice are limited, and who was by no means in proper "condition" for attempting the trip. H.

DORCHESTER, MASS., 31 August.

Vice-President Parsons Replies

Editor Bicycling World:—It was to be expected that the committee on rights and privileges, L. A. W., would be criticised by disappointed members, and we determined to pay no attention to attacks upon us; but an esteemed member of the League calls upon me by name, over his own name, in the *WORLD*, to explain the matter of the "rejected votes." Silence might be misunderstood, and I cheerfully comply with his request. The report as published (*WORLD* of Aug. 11) gives the reasons for the rejection in each case.

I trust that our hasty critics do not suppose that our action was due to "pure cussedness." It was not pleasant to throw out the votes of any club, or of any men,—*particularly* as there were so *shamefully few of them!* No one can feel worse about it than we did; but we felt that we were to establish precedents, and that loose methods of voting should not be permitted to pass unnoticed. Every matter which came up was at once carefully considered, and a decision made before we could know how it would affect the result; and those who know us best will believe, I trust, that our decision was

dictated solely by a desire to do our duty without fear or favor.

Rule 21 seems simple at first reading, but it proves terribly vague when read in the presence of a pile of ballots which exhibit wonderful inventive genius in their variations from the simple form in which one would expect to find them. The following extracts will indicate how the committee viewed the rule:—

"The corresponding secretary shall send to *each member* of the League a voting blank. . . . These blanks shall be filled out and returned," etc.

"Filled out and returned" by whom? Well, if it means anything, it means *by each member*. The committee failed to see *any* warrant for a club secretary—by vote of his club or otherwise—to fill out these blanks and sign them with the members' names, as was done in the case of the Worcester Club; much less did they see that a club meeting could pass a vote to support certain candidates, and send this vote with a list of names of members, as did the Philadelphia and Milwaukee Clubs. Let us see for a moment how this might work; in fact, *did* work.

My experience is, that it is a remarkable club in which half the members are present at club meetings, or know what is done at them. The few members present at a meeting vote to support certain candidates, and the secretary sends the names of the whole club as voting for them; but every member of the club receives a blank, and many of them fill them out and return them at once, without knowing of the action of the club. Now, which vote shall the committee throw out? Great confusion would result, and hard feelings in the clubs, for very few would be unanimous. Surely, *either individual votes* must be the rule, or *votes by clubs*, not a mixed system. The committee felt that the rule intended the former. The fact that only two or three clubs sent in their votes in this manner shows that members generally took the same view that we did. Now suppose that we had accepted these votes. Think of the howl that would have gone up from other clubs, and justly: "Why, if we had known that we could vote in that way, we would have sent in the votes of *our* whole club."

As to the Marblehead Club: Here was one ballot, with a paper pasted to the bottom, on which were ten signatures. This was a recognition of the value of individual signatures, which in the light of our experience won our respect; but we failed to find anything in the rule which would warrant us in counting these names. It was very well as a *petition*, but was it *votes*? Would such a document be counted if taken from any ballot box in any election? Of course we knew that in all these cases the parties "meant well," that they thought that they were doing right; these were only "labor-saving expedients," as one of our critics says.

The committee were dumbfounded at

these "labor-saving" ballots, and it was with real pain that we threw them out, feeling that *greater* damage would be done by overlooking the irregularities. As to the votes of the secretaries themselves, that of the Worcester Club *was* counted, it being a ballot signed by himself. My impression is that there was no indication as to which was the secretary of the Marblehead Club, and that no name was signed to the ballot itself. If there was, I think *it* was counted. If it was not, it should have been.

We threw out also eight ballots of old members of the Massachusetts Club, because their names were not upon the official roll of the League, though one of the committee knew perfectly well that it was a mistake that they were not there, for their dues were paid; but we saw that there must be some check list to use, and that we could not go behind it. This applies to the matter of those who have joined since 15 June. Pray, how can a committee have any means of checking names of members if those joining up to the moment of closing the polls were allowed to vote? In all elections about here there is a time *after* which no names can be added to the check list, and this time is of course *before the opening of the polls*.*

I have endeavored to explain the views of the committee upon the points on which we have been criticised, and if any fair-minded man will consider them carefully, I think that he will agree that if we differ from him, there is a *chance* for an honest difference of opinion.

"Fair Play" says, "It is the right given to every member in the League to cast a ballot and have it counted."

"Exactly so," sir, and every *ballot cast by a member* was counted; but petitions and resolutions of clubs and votes by proxy did not seem to us to come under that head. Just one word more: The committee are human! They may have done wrong, may have erred in judgment, but if so, blame *them*. THE LEAGUE is none the less worthy the earnest support of every good wheelman. If there are abuses, take hold and reform them. If the officers elected this year do not please you, vote (*properly*! don't try to shirk the trouble of signing your own *ballot*!) for others next year. Meantime any aggrieved person, or club, has an undoubted right to appeal to the board of officers, and no doubt justice will be done.

ALBERT S. PARSONS,
Chairman Com. R. and P.

* But any citizen, if eligible and finding his name omitted from the list, may get a certificate and vote any time before the polls close, by applying to the city or town clerk. — EDITOR.

Boston to Portsmouth.

A GENTLEMAN who made this trip 18 August reports the condition of the roads on that day as follows:—

"Boston *via* Longwood Bridge to Cambridgeport, by Prospect street to Washington street, and by Malden Bridge to Malden, all good. Through East Saugus and a part of Lynn to Peabody, a few

sandy places, but no dismounts necessary. *Via* Danvers to North Beverly, hard, level, smooth road. To Wenham, a mile of rather poor wheeling, but ridable. To Ipswich, fine road, six miles in forty minutes easily. Ipswich to Newburyport *via* Rowley and Newbury, third mile a little loose, rest fine running. To Amesbury, follow car tracks, merely ridable. *Via* Chain Bridge to Seabrook, sandy, but can be ridden. To Hampton, the average rider will dismount for three hills and walk three quarters of a mile; all hard wheeling. Thence to Portsmouth, good road. Time, thirteen hours in face of a fresh northwest wind."

Cleveland.

Editor Bicycling World:—We have just arrived from Columbus, having participated in the Second Annual Meet of Ohio Wheelmen, an immense success in every particular, the Columbus wheelmen having added greatly to their excellent reputation as good entertainers and wide-awake wheelmen. The sensation of the week has been the very bad manner in which that *highly moral and righteous* club, the Champion City of Springfield, have acted since the Columbus meet; word reaching us by telegraph in the morning papers that "the Champion City has returned from Columbus, and has about decided to withdraw from the L. O. W., as though they took some of the prizes, they were entitled to them all; but the judges, wishing to distribute taffy to the different sections of the State, and so keep up an interest in the annual meets, did not give them all the prizes they deserved." The general feeling here in regard to the Champion City's action is quite severe. I am sure that no intelligent and impartial witnesses of the fancy riding and club drill contests but will say that they were in every case awarded to the best riders. It might be interesting for you to know that the Champion City men did not attend the banquet in the evening.... At present the march of improvement (?) is to be seen in our city. The fifteen odd miles of rotten wood pavements that have disgraced our streets for so long are at last being removed, and in their place is being laid the festive cobble-stone. We are at present glad, as anything will prove acceptable to us in the way of pavements after what we have been used to.... At the L. O. W. banquet, President Miller, in replying to the toast "The L. A. W.," said that "the L. A. W. would soon be a power in the land, and don't you forget it." Would n't it be well for the L. A. W. to do something soon if that is to be the case? or else it may have no power at all. ... Capt. Sholes intends taking a vacation on the wheel very soon, riding over the famous road from Girard, Pa., to Buffalo. May his wheel wheel *weal*.... A stop should be put on our George, or he will soon have a corner on L. A. W. badges, he having already won two.... The keeping of a log by wheelmen is, in my opinion, an

excellent thing; as a log, if intelligently kept, will be a source of information to its owner and others for some time, besides being interesting to look over after the season's riding is ended. I had the pleasure of looking over one of our rider's logs, recently, and was very favorably impressed with the way it was kept; so much so, in fact, that I will give you here a general idea of it, making up a sample day.

20 July. Went with Smith and Jones Roads: Starting at Wilson avenue, in street to Woodland, sidewalk to Broadway, and street to Newburg, all in city limits, and good riding; between Newburg and Randall, good plank road; starting at Miles Park avenue, keep to plank until across the railway near Randall, take straight road; between Randall and Solon, good clay road with few hills, no dismounts; between Solon and Geauga Lake, fair clay road for three miles, the rest sandy.

FROM.	TIME.	TO	TIME.	DIS.
Cleveland ..	8 A.M.	Newburg	8.45	5
Newburg ..	9	Randall	9.40	5½
Randall	9.40	Solon	11	6¼
Solon	11	Gauga Lake ..	12	4¼

He makes a recapitulation at the end of each month, as follows:—

JULY.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.	Sunday.	Totals.	Times out.
1 week...	18	10	4		25	8		65	5
2 " ..	28	32	21	11	42	12	31	177	7
3 " ..		16	45	19	51	8		139	5
4 " ..	4	33	31	41	15	28	15	167	7
3 days ...		60	21					81	2
Totals ...	50	151	122	71	133	56	46	629	26

Average to times out, 24.18 miles.

In conclusion, I can do no better than recommend to every one the keeping of a log, if only to record the miles; but of course the best way would be to take notes on all the roads.... We have had quite an influx of visitors here this summer, including wheelmen from most every State in the Union, both on and off the wheel.

FALSTAFF.

CLEVELAND, 31 August, 1882.

Two Routes Described.

MR. HENRY H. WHEELER of Boston sends the following descriptions of two Massachusetts routes for the benefit of wheelmen:—

BOSTON TO WORCESTER, MASS.—Beacon, Brighton Avenue, North Beacon, Watertown, Waltham (9 miles), Weston Centre (12 miles), Wayland (15 miles). Here take road as by sign-board having simply "Marlboro'" on it (fine run of a mile), to South Sudbury (18 miles). From here very sandy roads in dry weather to Marlboro' (27 miles). As you enter Marlboro' turn sharp to left; keep on through the main street, and just before the soldiers' monument turn to left; then soon to right around Gates's Pond by better roads to Northboro' (33 miles). When roads are in

good condition, fine run to Shrewsbury Centre (37 miles). However, about one mile before Shrewsbury is reached come four or five steep hills in close succession, which can be mounted by good riders when the roads are in good state. From Shrewsbury to Worcester (42 and 43 miles) by old or new road. New descends, only one (long) hill to mount, after crossing Long Pond. If you take old road, there is, as Shrewsbury is left, a long, steep, sandy, stony, gullied-out descent, which I should call dangerous for any but good riders, with a strong brake. (It is longer, steeper, and infinitely worse than "Milton Hill.") After crossing Long Pond is a long, steep hill to mount, barely ridable when in good condition.

BOSTON TO ANDOVER, MASS.—Beacon, Brighton Avenue, Essex (Brookline Bridge), Brookline, left into Chestnut, right into Magazine, left into Main, right into Inman, left into Harvard, right into Trowbridge, right into Kirkland, left into Beacon, to North Cambridge. Thence by Elm and Harvard, and left by Main into Medford. Straight on by Forest for about three quarters of a mile, then turn to right, keeping around Spot Pond on the east and north by Wyoming and Pond streets to Franklin, by which (to left) to Stoneham Centre. From here directly north to Reading by better road. After one and three quarters miles turn by right into Franklin street, then left into Haverhill street, through North Reading, three and a half miles beyond turn sharp to left (at old barn marked "1807"), and keep by Salem street into Andover. About twenty-five miles.

Roads in Somerville rough. Between North Reading and Andover, sandy, stony, and as you approach Andover, hilly. But a good rider of Andover says he has ridden from there to Boston, this way, and by direct turnpike, without a dismount.

Mr. Wheeler adds: "The roads are mostly in bad condition this season, and I can hardly give any more description than 'sandy' and 'very dusty.' After being settled by a good rain, I think the route to Worcester would prove an easy and interesting one, and doubt not that it could be run over in about five hours and a half comfortably."

The L. O. W. Meet

THE second annual meet of the League of Ohio Wheelmen, held 28 and 29 August, at Columbus, was a most successful and attractive affair. Rainy weather interfered somewhat with the first day's programme, the parade being postponed to Tuesday morning at 9.30 o'clock; the visiting wheelmen managed, however, to make time pass pleasantly in various ways on Monday, and in the afternoon a business meeting of the association was held in the City Hall, over a hundred members being present. The president, H. B. Hutchinson, occupied the chair, and addressed a congratulatory speech to the

members. The reports of the secretaries and treasurer showed an excellent financial and numerical condition of the League, and after some minor business, the constitution previously reported was taken up, and the articles adopted *seriatim*. After the consideration of several matters of general interest, the annual election for officers was held. President Hutchinson positively declined being a candidate for re-election, and the balloting resulted as follows: President, H. S. Livingston of Cincinnati; vice-president, Fred. T. Sholes of Cleveland; secretary and treasurer, D. E. Barnum of Springfield; directors, T. J. Kirkpatrick, of Springfield, C. H. Walbridge of Toledo, J. M. Osborn of Fremont, H. M. Kitchell of Cincinnati, N. E. Chandler of Zanesville, H. B. Hutchinson of Columbus.

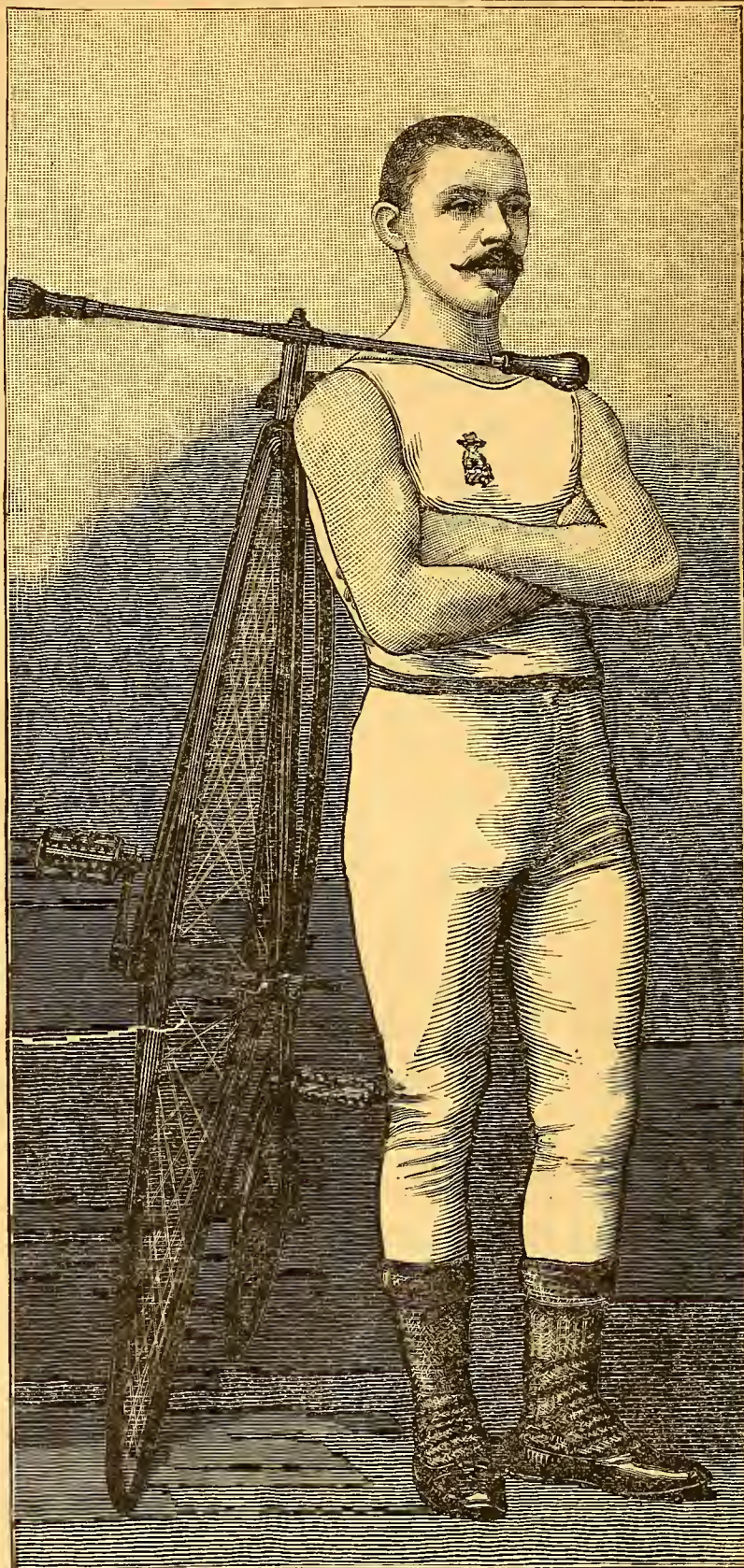
The parade Tuesday morning was witnessed by a large number of people, who lined the streets and occupied windows and available points. The procession was a brilliant one in every regard, and was preceded by a squad of mounted policemen, and music was furnished by the barracks band. There were one hundred and twenty-four wheelmen in line. The two divisions of the parade were made up as follows: H. B. Hutchinson, Buckeye Bicycle Club, Columbus, commander, with bugler; Lieut. Cook of the Springfield Club and five aids; Tracy Tress, Buckeye Club; F. T. Brown, Cleveland; Mr. Drew, Boston, Mass.; and W. H. Galway, Cincinnati. The first division was led by the Buckeye Club, fourteen members, followed by Springfield, twenty-three members; Fremont, five members; Cuyahoga Falls, two members; Delaware, three members; Norwalk, two members; and Mt. Vernon, two members. The second division was headed by the Cincinnati Club, sixteen men; followed by the Cleveland Club, fifteen riders; Xenia, with six men; London, with five; Dayton, three; Newark, four; Steubenville, two; Springfield (juvenile), five; Harrisburg, one; Lowell, three; Cadiz, two; Hillsboro', one; New Haven, one; and Washington Court House, one. An account of the races is given elsewhere.

In the evening there was an immense audience assembled to witness the fancy and trick riding and club drills, the participants in former being F. S. Cook of Springfield, E. Barnet of Springfield, and W. H. Wetmore of Cuyahoga Falls; and these performed many very difficult and daring feats with much skill and grace, the latter gentleman, however, being awarded first prize, a Livingstone cyclometer, and Barnet second, a handsome hub lamp. Mr. Wetmore's most popular performance in this exhibition, although not in the list of competitions, was that of coming to a dead stand and then propelling the machine backwards, which he did for a distance of seventy feet, eliciting the wildest applause from the wheelmen. Cincinnati, Springfield, and Cleveland competed in the club drill, eight from each club, and all did excellently well; but the prize, a silk banner, was

awarded to Cincinnati as the most excellent. Mr. Fred. T. Sholes of Cleveland, the gentlemanly and handsome bicyclist whom Boston wheelmen will remember as passing a brief time among us last fall, was awarded a nickel-plated hub lamp as the finest appearing wheelman at the meet. The Champion City Club of Springfield carried off the splendid bugle for the largest club attendance, and Mott of Dayton and Collister of Cleveland were awarded medals for positions in the championship race. Subsequently a grand banquet was held, and toasts were responded to by L. A. W. President W. H. Miller, Col. A. A. Pope, Mayor Peters, President Kitchell, and others.

John Shillington Prince

Was born at Langley Green, England, 27 November, 1857, and is therefore now not quite twenty-five years of age. He is by occupation a brass founder and machinist. He entered into the arena of athletic sports when he was sixteen years of age, becoming readily expert at cricket, rowing, pedestrianism, etc., and of course naturally became an enthusiast in bicycling. His first regular race was with John Keen, the champion, at Smerthwick, when with one hundred and sixty yards allowance he won the first prize (£20) in 2m. 56s. He now claims first honors in one hundred and thirty events, and is the only man who ever won three Wolverhampton handicaps in succession, the fastest being 2m. 46s. at fifty yards. He came to this country the 10th of last September, and sprang into notice three days later at Hingham, by defeating F. S. Rollinson and J. W. Wilson, on which occasion he was thrown from his machine and lost half a lap, but remounted and overtook them, and won the race in handsome style. Since then he has run many races in this country, winning them all easily, except that with John Keen (ten miles) last January in the New England Institute building, his time then being 33m. 5s. and Keen's 33m. 3s. On 22 February on the same track he rode five miles in 16m. 16½s. His best fifty-mile time was also made here, which was 2h. 59m. 15s. Except in his race with Keen, Mr. Prince in none of these events has been pushed to his best efforts, but has generally ridden a waiting race. His last notable event was that of last Saturday, when at the Manhattan Polo Grounds in New York he defeated Mlle. Louise Armaindo, the graceful and plucky female rider, in a twenty-five mile race, he allowing her three miles start. He caught up her handicap at his pleasure, and came in fresh, having been forced at no time in the race. He has ridden but two long-distance races, fifty mile each, winning both; but his staying powers are now likely to be better tested, as W. J. Morgan has formally challenged him to a hundred-mile race for the American championship, and Prince has promptly accepted. The excellent picture accom-



panying this sketch is kindly loaned by the Boston *Police News*.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins,—provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HANDBOOK," containing list of members, directors, cosults, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World.—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

HUDSON BR. CLUB.—Additional: Chas. W. Bostwick, Hudson, N. Y.; C. H. Evans, Jr., Hudson, N. Y.

UNATTACHED.—George M. Clapp, Wappinger's Falls, N. Y.

CORRECTIONS.—"Boston Ramblers," published 1 September, A. L. Flockeo, 27 Concord street, should be 27 Concord square.

Cycling Mems.

FROM the list of contributors to the *Wheelman*, I should imagine that the morals of the American bicyclist were to be well taken care of. All the parsons, including A. S., will shove the quill for it.

THE "Archer up" jockey cap is by far the neatest and jauntiest head-gear for racing I have seen. It is made of silk in the regular jockey cap shape, with a small silk knot at the top. An effort will be made to have them manufactured in this country, as at present they cannot be obtained here unless imported from England.

To go from head to toe in the matter of racing costume, I have at last found a shoemaker who will listen to the advice of others and construct a shoe as desired. I shall be very glad to furnish the man's address to my friends who want a good racing slipper.

THE *Wheel World* says: "A son of Columbia predicts that tricycling in the States will increase at the rate of 10,000 per cent next summer." I devoutly wish this might be true, but fear the present state of trade, the monopoly, and the short-sightedness of dealers will prevent this prediction being fulfilled.

WE will now have an opportunity to compare the capabilities of the tricycle with the bicycle for extended journeys by road, as Mr. A. Nixon, of the London Tricycle Club, will ride from John-o'-Groat's to Land's End, following the route taken by the Hon. Ion Keith-Falconer on his recent famous bicycle ride.

It is not to be expected that Falconer's time will be beaten on the three-wheeler, although we should not be surprised at a favorable comparative record.

THE *Cyclist* has dropped its 100-mile record for bicycles and passed it over to riders of the tri. English bicyclers must make one hundred and fifty miles to receive mention now.

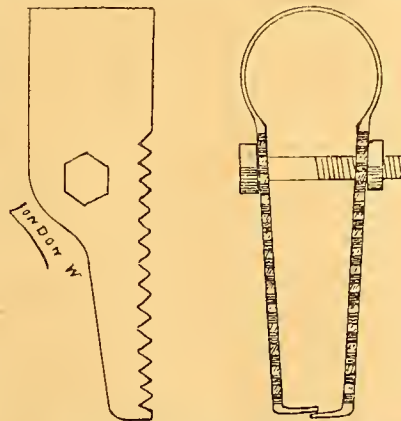
I AM much afraid that a record of this kind would be very meagre in this country, as less than a dozen have covered a hundred miles of road in a day.

THE admission of W. R. Pitman to the ranks of the B. T. C. opens an interesting question of international courtesy. The L. A. W. is recognized by the B. T. C., which is in turn recognized by the L. A. W.

THE B. T. C. adjudges a man an amateur whom the League has virtually called a professional. Which shall be authority when both have the same rules and when our leading cyclers are members of both associations?

ALTHOUGH tobacco may be "a lone man's companion, a bachelor's friend, a hungry man's food, a sad man's cordial, a wakeful man's sleep, and a chilly man's fire," it should be discarded by all men in training, if they would arrive at the best results and have what is termed "good wind."

I HAVE had the pleasure of examining and using one of the most recent and neatest adjustable steps yet devised, as will be seen by the accompanying cut. It consists of a strip of steel quite thin in the centre and with ends turned up about a quarter of an inch; this is bent around the backbone and held in place by a bolt and nut.



The edges, as will be seen by the draught, are serrated in the usual manner. On the whole, the step is just what is

needed for those who do not wish to have the backbone bored for screw holes. The step, I am told, will be used on the Harvard for 1883.

STURMEY'S "Can't do without It" says that the American Star is obsolete. This may be true of England, but there are places in this country where the Star fills a place which no other machine can.

THE *Tricyclist* says: "One thing was very noticeable among the bank holiday tricyclists: they almost invariably rode hind steerers, and many of these very decent machines. From this we gather that the knowing ones are getting rid of their hind steerers, and the unattached are eagerly snapping them up."

THE holding of a social evening and the formal awarding of prizes after race meetings seems to be very common in England, and might well be copied here. The social element which exists to a large extent among club members is one of the pleasantest features of wheeling.

LONDON W.

CURRENTE CALAMO

WORCESTER again triumphant!

Two hundred wheelmen on dress parade.

WE shall give a full account of the Worcester meet and races next week.

FRANK MOORE of Birmingham scooped 'em all in, and had an easier job of it than his compatriot, Garnie Wolseley, has in the Egyptian event.

R. H. STAHL, lieutenant of the Boston Ramblers, a good rider and coming racer, slipped on some substance one day last week, while riding, and severely injured his wrist.

LOUISVILLE wheelmen are arranging for participation in the programme of the industrial exhibition in that city, 12 September, and will probably have a parade and races.

THE Medford House, in Medford, has recently changed hands, and for the better, wheelmen say. The present proprietor promises to treat bicyclers well, and for a short breakfast run Old Medford is about the right thing,—or for a lunch, say.

CAPT. C. F. HURD of the Medina, N. Y., Bicycle Club, rode from that place to Silver Lake and return, between six o'clock in the morning and ten o'clock in the evening, on Sunday, 20 August, the round distance recording 106½ miles. The route was often hilly and the roads were very dry.

DR. G. F. HARWOOD of Worcester has sent us a sample of his improved step for bicycles, which may be seen at this office by any who will take the trouble to call. It is the best and neatest step we have yet seen, and may readily be substituted for the ordinary style which is furnished with the machine.

IN Orange, N. J., recently, two gentlemen, one on horseback and one a bicyclist,

were racing on North Park Street, when the horse shied at a pile of water pipes and ran into the bicycle rider, giving him a bad tumble, cutting him about the head, and dislocating one of his fingers. Dr. Bradshaw, another wheelman, who was passing on his machine, dismounted and rendered medical aid.

THE *Cyclist* asks, editorially: "Why have we no good reasonably priced cyclometers in England? In the American wheel journals we read of the excellence of the 'McDonnell cyclometer,' but here we have to pay a heavy price for an article which, so far as our experience goes, is not very liable to keep in order. A good cyclometer has a wonderful effect in reducing averages when it is in good working order, and leaves no scope for the imagination."

MR. O. E. SMITH, of the Hartford, Conn., Amateur Bicycle Club, while out on a run with his club recently, met with a mishap, by which fourteen spokes were broken out of the front wheel of his bicycle,—a 35-pound Yale; but without repairs he rode it next day some fifteen miles over rough macadam, without further injury of any kind to the wheel or inconvenience to himself,—a fact which speaks volumes for the strength and rigidity of this light wheel.

THE Boston *Globe's* "Bric-a-Bac" collector appropriated President Bates's unique bicycle paraphrase of "Jacques' Soliloquy," first published in the BICYCLING WORLD, and credited it to "Criswell's New Shakespeare." The *Globe* man was too dull to observe that it was far superior in style to the cheap rubbish of Criswell, who, as one critic puts it, "does not even have brains enough to preserve the rhythm of Shakespeare, but chops up his nonsense into lines of all sorts of lengths, very rarely getting two of the right metre together."

IN Swampscott, one day last week, a wagon collided with a bicycle, and the horse's feet getting into the machine made it a complete wreck. The wheelman claimed payment for damages, on the ground that he warned the driver to give him room, which the latter paid no heed to. The driver refused to pay, on the ground that he had as much right to the street as the bicyclist; whereupon the Lynn *Bee* thinks "the driver was about right." If the wheelman, however, was on his right side of the road, the driver was wholly wrong and should be made to pay.

THE recent 'serious road accidents to several of our prominent racing men, and notably to Messrs. Frye and Underwood of the Boston Club, and Mr. Finkler of the San Francisco Club, ought to make wheelmen reflect upon the folly and danger of spurring on the highway. It is seldom that men are seriously hurt on the race track, where the conditions are favorable generally for forcing speed; but the highway is treacherous at the best, and the road surface is ever changing from day to day, so that even familiarity

with it is no guaranty of safety in carelessness.

THE farewell dinner tendered the great English flyer, Dr. Herbert L. Cortis, just previous to his departure for Australia, was well attended, a large number of his athletic and bicycling friends and associates being present. The toasts were numerous, and the enthusiasm and good feeling unbounded. The toast to Mr. Cortis himself was proposed by Mr. C. R. Maddox, and was received with wild applause and cheers, as was also the "demon's" response. He sailed in the "Liguria" on the 24 August, the war against Arabi Pasha necessitating the passage by way of Good Hope.

WE regret to learn that James A. R. Underwood of the Boston Bicycle Club, one of the fastest and most promising of amateur racing men in this country, was thrown from his machine while riding near his home in Dorchester one day last week, receiving a compound fracture of his right arm and some cuts and bruises on his face. He was conveyed to the City Hospital, where his hurts are being properly attended to. Mr. Underwood has been enthusiastically training and practising for the Worcester races as well as the forthcoming championship races of his club, both which he must now forego, as well as other attractive bicycling events this season.

THREE Washington wheelmen, Messrs. Allen, Seely, and Hansmann, of the Capital Bicycle Club, recently started from Harper's Ferry for a wheel trip up the Shenandoah Valley. They will visit Luray, Staunton, Weyer's Cave, Lexington, and the Natural Bridge, returning through Maryland by way of Hagerstown and Frederick. The distance travelled by the machines will be about five hundred miles. Allen and Seely ride 52-inch and 56-inch machines, respectively. Hansmann's is a 48-inch 'Xtraordinary. The party also have a small photographic apparatus, which will be a source of great pleasure, not only on their trip, but in the future. Mr. Hansmann is photographer to the expedition.

A PHILADELPHIA paper, speaking of the result of opening Prospect Park to the wheelmen, says: "Bicycles, no longer banished, are on the increase. Here and there a family party, who had come out by steamboat, horse cars, or park train, with prettily dressed children rolling about on the turf, or carrying luncheon to and fro, showed an unmistakable interest in a distant bicyclist making fast time on the asphalt. Arriving under their particular poplar-tree, he would swing himself from his saddle, and stabling his "wheel" upon the grass, stand revealed as the *pater-familias*, instead of the boy of seventeen he had passed for on the road. Climbed upon by merry children, and prone on the grass when the music begins again, what a healthy, happy ending for a city man of the business day!"

PROF. FRED. S. ROLLINSON is with his relatives in Chesterfield, Eng., and a copy of the Derbyshire *Times* received contains the following mention, in an account of some races in that vicinity, by which it will be perceived that he has commenced to astonish his countrymen with a display of American fancy riding, and the famous Von Blumen medal: "The most interesting part of the proceedings was the trick riding of Mr. F. Rollinson (son of Councillor S. Rollinson of Chesterfield), who has attained great celebrity in the United States, where he has resided for some years, and who, indeed, holds the championship badge of America, valued at \$500. Mr. Rollinson's performances of riding in almost every conceivable position, standing on the saddle, lying on the machine with his feet over the handles and his head resting near the hind wheel, dismounting to pick up his hat from the ground and again regaining the saddle, proved highly interesting, and at the close he received quite an ovation."

WE must again beg the indulgence of those who have favored us with orders for "Sturmeys Indispensable" for 1882, and Cortis's "Principles of Training." We cannot account for the delay, as we are advised that they were all ready for shipment some time since. We shall fill orders immediately on their arrival.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

CHIC, New York.—Letter arrived too late for this issue.

KOL KRON.—Communication received; thanks. Do not receive Monday's *World* now; why?

C. S. GREENBAUM, Laramie, Wyo.—We can furnish you with "Sturmeys Indispensable" for 1882 as soon as we receive our invoice, now daily expected, at — cents, postpaid.

BIAND BL., New York.—The enamel of the Overman Wheel Company is the same. Write to them about cost. Yes, paint and varnish will answer, although the enamelling is superior.

SUBSCRIBER, Boston, Mass.—1. Do not think this would make the man a professional, although such action would be hardly commendable. 2. This practice would be reprehensible on the part of both manager and rider, and should make the latter a dishonorable professional.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

WANTED.—A 53-inch wheel; any style or make; new or second-hand. Address stating price, and giving full description, CLARENCE H. JENKINS, 1712 West Chestnut street, Louisville, Ky.

FOR SALE.—A 48-inch Standard Columbia, in perfect running order, just repainted; cost \$97.50; will take \$57.50, with improved cyclometer. Address Post-office Box 749, Hartford, Conn.

FOR SALE.—One 54-inch Expert; half-nickelled, \$110; one 56-inch Royal Challenge, half bright, \$105; been run about two months, and in first-class condition, but small for owners. Address C. E. FITCHNER, Binghamton, N. Y.

Exact Size.



Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear.

THE THREE MEETS.

NEWPORT. BOSTON. CHICAGO.

Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, \$1.50.

E. C. HODGES & CO.,

8 PEMBERTON SQUARE.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

ST. LOUIS, MO. — Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

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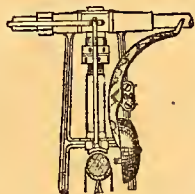
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TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. E. C. Hodges & Co., 8 Pemberton square, Boston.

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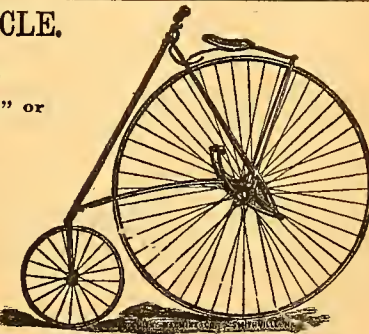
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The Official Organ of the League of American Wheelmen.

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BOSTON, 15 SEPTEMBER, 1882.

Volume V.
Number 19.

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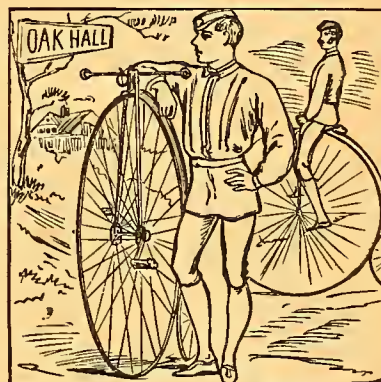
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As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

Write only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 15 SEPTEMBER, 1882.

RECORDS AND TRACKS.

In our issue of 28 July, in an article entitled "Records," we took occasion to state, on what we considered good authority, that bicycle tracks should be measured two feet from the pole, and that times made on horse tracks and other courses measured three or more feet from the curb could not be admitted as records. This elicited from the Louisville *Argus* man a bitter complaint of injustice and selfish purpose on our part to appropriate all records for the East, and so withhold the well earned honors of Charles H. Jenkins from Louisville, who had made on the new track in that city the hitherto best out-door time (not record, as in the matter of record no distinction is made between in-door and

outdoor riding. In England all the best times are made out-doors, their out-door tracks being best. In this country, hitherto, the in-door tracks have been best) in America (not England also, as the *Argus* man claims, as it has been many times made by amateurs there inside of three minutes), his time being 3m. 8s., and the track being measured three feet from the pole. Not wishing to do any one, East or West, an injustice, but desiring to keep an accurate record, we have taken the trouble to look up the subject of tracks, and find we have no authorized standard for bicycle paths in this country, nearly all contests having been run on either trotting courses or athletic tracks. Trotting courses, we find, are generally three or four feet from the pole, properly the latter distance, while athletic tracks are eighteen inches, or, if the pole be a fence, two feet. Therefore, unless the L. A. W. and N. A. A. A. agree upon a certain standard, we can do no better than accept the English distance, which is three feet from the pole, and allowance should be made for differences in other tracks. This gives the Louisville flyer his out-door time of 3.08 clear; but if the Buffalo track is equally reliable, not only Mr. Jenkins but Ahl, with his record of 2.58 $\frac{5}{8}$ and 2.58 $\frac{3}{4}$, and Gideon and the rest of the fast men, must yield to Mr. Place. Nearly all the best records in this country from one to fifty miles, hitherto, have been made on the two-foot standard.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB fixtures:—

Saturday, 16. Annual twenty-mile club race at Beacon park.

Sunday, 17. Headquarters 9 A. M. Run to Nahant via Cambridge, Medford, Malden, Saugus, and Lynn. Dinner at Hood Cottage. Returning same road 2.30 P. M. Headquarters 2 P. M. Run to Malden to meet party returning from Nahant.

Wednesday, 20. Club goes to Springfield for races, etc., particulars to be announced.

Saturday, 23. Headquarters 5 P. M. Run to Cobb's for the night.

Sunday, 24. Leave Cobb's at 9 A. M., run to Downer's Landing via Quincy and North Weymouth to dine, returning to Boston at 2.30 P. M.

Wednesday, 27. Headquarters 2 P. M. Run to Beacon park for scrub handicap races.

Associate members are invited to attend the September events.

RUTLAND BI. CLUB.—16 September. Annual run via Salem, Cambridge, Hoosick Falls, and North Adams to Springfield, to attend the tournament of the Springfield Bicycle Club, 20 September. Return route to be decided upon by the club.

BOSTON RAMBLERS.—17 September. To Canton via Milton Hill and return. Start from corner Westland avenue and Chester park at 2 P. M. sharp.

ATLANTIC BI. CLUB.—At a meeting of the Atlantic Bicycle Club of Salem,

Mass., held Wednesday, 6 September, the following were elected officers for the ensuing term: President, James S. Saford; captain, Samuel A. Goodhue; sub-captain, Arthur N. Webb; secretary and treasurer, Alden N. Babcock. The club is in a flourishing condition, and has at present twenty members.

CITIZENS' BI. CLUB.—The Citizens' Bicycle Club of New York City was formed 1 June, 1882, and has the following organization: President, Rev. T. McKee Brown; vice-president, Frank A. Ferris; captain, Dr. N. M. Beckwith; lieutenant, George E. Dunlap; secretary and treasurer, Thomas C. Smith. Box 244.

RUTLAND BI. CLUB.—The annual meeting for the election of officers of the Rutland (Vt.) Bicycle Club was held on Monday evening, 4 September. The following were elected: A. S. Marshall, president; F. W. Knapp, captain; C. G. Ross, secretary and treasurer. The annual run or tour of the club has been called to take place on 16 September, when the club intend to make a week's trip, being at Springfield, Mass., on the 20th, to witness the races.

C. G. ROSS, Sec.

HOLYOKE BI. CLUB.—The second annual meeting of the Holyoke Bicycle Club was held 1 September, with good attendance. The following were elected officers for the ensuing year: President, Frank Casey; secretary and treasurer, Wm. A. Munn; captain, E. C. Clarke; first lieutenant, J. S. Newton; second lieutenant, W. E. Richmond; club committee, the president, secretary, and Wm. O. Green. It was unanimously voted to attend the Springfield races in full uniform on 20 September. You will please notice that the secretary's address is now W. A. Munn, care of Massachusetts Screw Company, Holyoke, Mass.

JAS. S. NEWTON, Ex-Sec.

HOLYOKE, MASS., 5 September, 1882.

NASHUA WHEEL CLUB.—Our Nashua correspondent, "Nashoonon," writes that the club in that city is now the largest in the Granite State, and is in a most flourishing condition, the members being enthusiastic riders, and latterly having developed an active fever for racing. They have appointed a racing committee, consisting of Lieuts. Marsh and Bixby and Bugler Hendrick, with wide authority to act. Bugler Hendrick now holds the club championship, won at Gilman Park, 4 July, the prize being a silver goblet. At the last meeting, Frank B. McKean, son of Ex-Mayor McKean, prominent in New Hampshire politics and Freemasonry, was admitted to membership. At the close of the business meeting, the club adjourned by invitation to partake of the hospitality of member Ramsdell at his residence.

OWL WHEELING CLUB.—Saturday night, 6 September, 1882, eight hungry

wheelmen assembled at 327 Randolph street, Chicago, Ill., where the hostess, Mrs. Jones, had prepared an elegant supper. After the repast the wheelmen repaired to the parlors where Mr. Miller of the Chicago Bicycle Club called the meeting to order and was immediately elected chairman. The question of name was first decided, and resulted in "The Owl [night riders] Wheeling Club." (You notice, Mr. Editor, the word "wheeling"; got that from the *Cyclist*, new to the United States.) The meeting elected Mr. Miller president, but he declined holding any office, saying he was interested in wheeling generally, and in no particular club; was happy to work wherever he was needed, but did not care for honors. Mr. E. P. Runyon was then elected president, and in a modest way took the chair; Mr. C. C. Reid was elected captain amid great applause (he will make a good one); Mr. F. H. Irish keeps the accounts and money of the club, and is therefore known as secretary and treasurer. Uniform selected was dark-green serge, after the "Ideal" plan. Committees were appointed to form a constitution, to look up the uniform and badge question, and in fact, everything is booming. The club will soon forward their names for membership to the L. A. W. OWL.

RACES

Coming Events.

16 September. Third Annual Twenty-Mile Championship Race of the Boston Bicycle Club on the track at Beacon Park, at 4 o'clock P. M.

19 September. First annual races and tournament of Albany Bicycle Club at Island Park Race Course. Events: $\frac{1}{2}$ -mile dash, 1-mile race, 3-mile race, 5-mile championship race, slow riding one hundred yards, and fancy riding. Gold medals and plate amounting to \$150 will be given for prizes.

19 September. Albany, N. Y., championship races of the Albany Bicycle Club. Half-mile, one-mile, three-mile races, fancy and trick riding, and five-mile championship race; 2.30 P. M., Island Park.

22 September. St. Thomas, Ont., Exhibition grounds, two o'clock P. M. St. Thomas Bicycle Club. Open to all amateurs. \$155 in prizes. Mile race, best two in three; two-mile race for those who never won a race; five-mile race; hurdle race; club drill, not less than eight members, fifteen minutes; fancy riding. Entries free, to J. S. Brierly, secretary.

26, 27, 28 September. Haverhill, Mass., bicycle races in connection with the Essex County fair. W. H. Moody, Lock Box 272.

7 October. Montreal. Bicycle races in connection with fall games of the Montreal Amateur Athletic Association. Championships of Canada. One-mile and five-mile races. Chairman sports committee, Box 1138, Montreal.

NEW YORK, 2 SEPTEMBER. — Scarcely sixty people gathered to witness an exceedingly interesting bicycle race on the grounds of the Manhattan Athletic Club, Saturday afternoon. Five competitors, at the word "go," started on the exhausting journey of four hundred laps on a one-eighth mile track. — W. J. Smith of the Manhattan Athletic Club; A. R. Ives, Brooklyn; Lewis Hamilton, New York Bicycle Club; V. C. Place, Greenville, Pa.; and B. G. Sanford, Ixion Bicycle Club. With occasional spurts, they kept steadily up to the thirtieth mile, with Sanford in the lead, Place close behind him, Smith third, with Hamilton

and Ives two laps in the rear. Just after finishing the thirtieth mile, Smith was seized with a cramp in his legs, and after being taken down and rubbed, made two more laps. The cramp was then so severe he dropped out of the race, and was assisted to his quarters. After completing forty miles, Ives began to show trouble in his right leg, but bravely kept on for seven laps, when he too was overcome by cramps and was compelled to retire. The other three kept on, and by trying to beat previous records, made the finish of the race quite exciting, Place running two laps ahead of Sanford, who was one in advance of Hamilton.

The following is a summary of the race: Fifty-mile bicycle race on the Manhattan Athletic Club Grounds for medals and a record: —

W. C. Place, ten miles, 41m. 2s.; twenty miles, 1h. 21m. 42s.; thirty miles, 2h. 4m. 47 $\frac{1}{2}$ s.; forty miles,* 2h. 46m. 38s.; fifty miles,* 3h. 27m. 11 $\frac{1}{2}$ s.

W. J. Smith, ten miles, 41m. 2 $\frac{1}{2}$ s.; twenty miles, 1h. 21m. 41 $\frac{1}{2}$ s.; thirty miles, 2h. 4m. 48s.; withdrew.

B. G. Sanford, ten miles, 41m. 2 $\frac{1}{2}$ s.; twenty miles, 1h. 21m. 41 $\frac{1}{2}$ s.; thirty miles, 2h. 4m. 47 $\frac{1}{2}$ s.; forty miles, 2h. 46m. 38 $\frac{1}{2}$ s.; fifty miles, 3h. 28m. 45s.

L. Hamilton, not timed until Smith fell out, leaving him third in the race: forty miles, 2h. 48m. 3s.; fifty miles, 3h. 29m. 28 $\frac{1}{2}$ s.

Officials: Referee, W. B. Curtis; judges, G. Thomas, E. Mason, F. Jenkins; timers, M. McEwen, C. J. Connell; scorers, F. G. Abbot, G. Brady, J. McMahon, F. G. Bourne, J. M. Young, G. Sucow; clerk of course, F. J. Graham; marshal, G. M. L. Sachs.

* Best out-door time in America, either amateur or professional.

CANTON, PA., 4 SEPTEMBER. — The first tournament of the Canton Bicycle Club is over, and we have a grand success to record. The day opened beautifully, — clear, cool, breezy. The visiting wheelmen arrived on the morning train, and after a dinner at the residence of Capt. Davenport, rode to the place of parade. At 1.30, with the Canton Cornet Band leading, the procession of about twenty wheelmen rode down the principal street, and through the public square to the track: first, the Canton Club, led by Capt. Davenport; then the Elmira (N. Y.) Club and unattached riders brought up the rear. Soon after arriving at the track the first race was called, — a quarter-mile dash, in which V. C. Place, Ed. L. Davenport, H. Davenport, Harry C. Hersey, Guy Shoemaker, H. C. Spaulding, J. B. Coykenball, and Charles Pine started. Hersey took the pole from Place immediately after starting, but was soon passed by Place, who won in 41 $\frac{1}{2}$, with E. L. Davenport second in 43 $\frac{1}{4}$. In the next race, a half-mile dash, V. C. Place, Ed. L. Davenport, and three members of the Elmira Club, competed. Place took the pole after starting, and kept away from the others

until within a hundred yards of home, when Davenport, who had been at the rear, spurted up and caught him napping. They came in about neck and neck, but Place slightly ahead; time, 1.40 $\frac{1}{4}$, with Davenport second in 1.40 $\frac{1}{2}$. This race caused much excitement, and was the closest of the day. In the mile dash only V. C. Place and J. C. Zimmerman started. Place had it all his own way, and kept a wide space between himself and Zimmerman for the whole distance, running in 3.32 $\frac{1}{2}$; Zimmerman second in 3.42 $\frac{1}{2}$. The next race was the second trial for the championship of Canton, Pa., the former one having been won by Capt. Davenport. Fred. Black, A. W. Cook, and Ed. L. Davenport started. Black was allowed to have the lead, also the pole, until near the last quarter, when Davenport passed him easily and won in 3.43 $\frac{1}{2}$; Black second in 3.46 $\frac{3}{4}$; Cook distanced. The hundred-yards slow race was closely contested by H. C. Hersey and Guy Shoemaker; Hersey winning in the remarkable time of 5.49 $\frac{1}{2}$. In the two-mile dash no one could be induced to enter with Mr. Place, so he rode the distance for time. The following is his time for the half-mile, one and a half miles, and two miles: half-mile, 1.41; one mile, 3.23; one and a half miles, 5.03 $\frac{1}{2}$; two miles, 6.46 $\frac{1}{2}$. It was a good performance, and "brought down the house." In the five-mile dash, J. C. Zimmerman, J. B. Coykenball, H. C. Spaulding, Harry Hersey, Ed. L. Davenport, and A. W. Cook started. Place was barred out of this race, but rode to keep the others company. Zimmerman took the lead at the start, and won in 20.51 $\frac{1}{2}$, with Coykenball second in 20.53, Davenport third, Hersey fourth, and Cook fifth. The fancy riding was beautifully done by Hersey and Shoemaker. Louis Brown officiated as judge, and Thurber Brown as timer. This ended the races, and it was voted a grand success. V. C. Place of Greenville, Pa., is a phenomenal rider. He holds he has been riding only ten months. He possesses good wind, good strength, and any amount of nerve. Let me tell you, dear WORLD (in your ear), Place is the coming man on the race track. He is entered for the 50-mile race in New York. Keep your eye on him. In the two-mile dash, his first mile was run in remarkable time for such a track, 3.23. The following visiting wheelmen were present: Louis H. Browne, Charles Pine, Guy Shoemaker, H. C. Spaulding, S. B. Murray, H. C. Hersey, Geo. C. Lingle, T. B. Coykenball, J. C. Zimmerman, and F. B. Nelson, all of the Elmira (N. Y.) Bicycle Club, W. R. Field and V. C. Place of Greenville, Pa. and Thurber A. Brown of Corning, N. Y.

CAPTAIN 2 556

WORCESTER, MASS., 5 SEPTEMBER. — The bicycle races in connection with the New England Fair at Worcester were called soon after three o'clock, and comprised a two-mile, a one-mile, and a half-mile race, each in heats, best two in three, with prizes, three each, of gold,

silver, and bronze medals. The first heat of the two-mile race found six starters out of sixteen entries. — W. A. Norton of Natick, George W. Hendee of Springfield, Byron F. Blackinton of Attleboro', J. S. Dean of Boston, J. M. Wattles, Jr., of Canton, and Frank Moore of Birmingham, Eng. The track was the ordinary trotting track, half-mile circuit, and in a bad condition for fast bicycling, being cut and soft in many places. The riders started well, Blackinton taking the lead and the rest well bunched. The inside ground was so covered with tents and booths and vehicles that the eyes of those on the judges' stand could not follow them continuously to note the shifting positions; but as they came down the home stretch and entered on the second lap, the order was as follows: Hendee, Moore, Wattles, Norton, Blackinton, Dean. At the end of the second lap Norton had changed places with Wattles and Dean with Blackinton, who brought up the rear, with wide gaps between all the contestants except Hendee and Moore, the latter holding himself easily in second position. At the end of the third lap Dean had put Wattles behind him, the others as before. The last lap was watched with interest, and as the riders turned the corner into home stretch it was seen that the Englishman was leading without exertion, Hendee second by about six yards, Norton third, a good ways behind, and Dean, Wattles, and Blackinton following, in that order. Time of the winners: Moore, 6m. 51s.; Hendee, 6m. 53s.; Norton, 7m. 4s.

The one-mile race found at scratch J. Q. Hatch of Boston, Will R. Pitman of New York City, A. D. Claflin of Newton, and Moore. At the start all four men were well together for some little distance, with Hatch leading, and they entered the second lap with Hatch in front, Pitman second, and Moore third, with Claflin last, but all close up, and as they passed around the curve they could be seen struggling to shift positions, and an opening between the tents allowed a brief glance toward the quarter-mile point, and showed Moore leading, and Claflin pushing forward to pass the others. All watched eagerly the home turn, and as they came down the stretch it was seen that Moore led Claflin about two yards, with Pitman third, and Hatch distanced. Time, Moore, 3m. 21s.; Claflin, 3m. 21½s.; Pitman, 3m. 25½s.

The first heat of the half-mile was contested by Pitman, Wattles, Moore, and H. E. Lombard of Cambridgeport, and as in the other races Moore won easily, with Wattles second, Pitman third, and Lombard far to leeward. Time, Moore, 1m. 35s.; Wattles, 1m. 39½s.; Pitman, 1m. 40½s.

Only Moore, Hendee, Norton, and Dean started in the second heat of the two-mile race, which resulted as follows: First lap, Hendee, Moore, Norton, Dean; second and third laps, Hendee, Moore, Dean, Norton; fourth lap, Moore, Hendee, Norton, Dean. In this Hendee

made a plucky struggle with Moore for first place, coming down the home stretch, and as they passed under the wire their machines almost lapped. Although some distance behind the leaders, Norton and Dean had a close run for third. Time, Moore, 7m. 20½s.; Hendee, 7m. 21s.; Norton, 7m. 24½s.

The second heat of the mile race resulted again in victory for Moore, with the others in the same relative positions. — Claflin a close second, Pitman third, and Hatch last. Time, Moore, 3m. 24½s.; Claflin, 3m. 24½s.; Pitman, 3m. 29s.

The second heat of the half-mile race closed the events, and resulted as did the first heat. Moore riding a waiting pace. Time, Moore, 1m. 34s.; Wattles, 1m. 38½s.; Pitman, 1m. 39s.

Previous to the events a formal protest was entered by his competitors against Mr. Pitman's entering, — this not to prevent his competing, but to secure themselves against any future question as to their amateur standing, Mr. Pitman's amateur standing being as yet unsettled by the continued refusal of the League of American Wheelmen to receive him as such. The officers of the events were as follows: Judges, A. S. Parsons of Cambridgeport, W. T. Brown of Worcester, C. A. Hazlett of Portsmouth; referee, Charles E. Pratt of Boston; scorer, T. C. Orndorff of Worcester.

BUFFALO, N. Y., 6 SEPTEMBER. — The second annual tournament of the Buffalo Bicycle Club was held 6 September at the driving park; and if the track and timing was correct, it developed some remarkably fast riding for out-doors in this country. The following were officers of the course: Judges, Dr. A. G. Coleman of Canandaigua and Preston Andrews of Brooklyn; referee, F. F. Williams of the Buffalo Club; time-keepers, Hiram Hotchkiss and Henry Benson of Buffalo; starter, Capt. J. T. Gard of the Buffalo Club.

The first race was a mile dash for club members only, the first prize a gold medal valued at \$15, the second a gold bicycle scarf-pin valued at \$8, and the third a King of the Road hub lamp valued at \$5.50. There were seven entries, who drew positions in the following order: R. W. Rummell, Charles F. Hotchkiss, John B. Newman, James F. Hedge, John R. Williams, C. S. Butler, Fred. W. Parsons. The send-off was an excellent one. At the turn Parsons pulled in to second place and held it till on the upper turn, when he pushed by Rummell and led at the three-quarter pole by ten feet. Hotchkiss held third to the half, when he was collared and passed by Newman on the turn. It was pretty racing all the way home, the field being well together as the stretch was reached, and each doing his level best. Hedge spurted and raced by the side of Parsons from the distance stand home, the latter passing under the wire first by less than five feet from Hedge, Newman third, Hotchkiss fourth, Rummell fifth, Williams sixth,

and Butler last. The time by quarters was 48s., 1m. 38s., 2m. 30s., 3m. 18½s.

The three-mile straightaway for the championship of the Buffalo Club brought out but three starters, Messrs. A. W. Smith and Louis Hohl withdrawing. Of those left, Mr. C. K. Alley drew the pole, Mr. Daniel N. Milley second, and Mr. C. B. Woodruff on the outside. At the turn Alley pulled to the front, and at the quarter led by a rod or more from Milley, who rode a very easy race. At the half these positions were unchanged, as they were at the third quarter. Alley was leading by not more than ten feet when he went under the wire in 3m. 19s. The two leaders kept their relative positions unchanged throughout the second mile, gradually leaving Woodruff hopelessly behind. As they went under the wire for the second mile in 6m. 39s., both riders acknowledged the applause by a graceful salute, and then squared away for the final struggle. Milley seemed riding a waiting race until well into the stretch. Then he spurted, but Alley had too great an advantage to be overcome, and at the distance stand Milley gave up the race. Mr. Alley, the champion of the club, when he wheeled back to the stand, was greeted by a round of cheers. Mr. Milley did not lack for admirers, and he at least has the satisfaction of having been honorably defeated. The time by quarters was as follows: —

	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	Mile.
First mile.....	53	1.39	2.37	3.19
Second mile.....	4.10	5.07	5.43	6.39
Third mile.....	7.38½	8.28½	9.12½	9.58½

The prize is the gold medal, valued at \$100. The medal is to be contested for at each annual tournament, and to become the property of a member only after being won three times. It was held by Mr. Milley last year.

In the mile-heat race, best two in three, the first prize was a gold medal valued at \$20, the second a revolver valued at \$12, and the third a cradle spring valued at \$7.00. Messrs. C. K. Alley, C. B. Woodruff, D. N. Milley, Charles F. Hotchkiss, and A. W. Smith withdrew, leaving as starters A. J. Rockwood of Buffalo, Barnum of Rochester, C. P. Forbush of Buffalo, R. H. James of Buffalo, V. C. Place of Greenville, Pa., Fred. Westbrook of Brantford, Ont., and John V. Barross of Attica. They drew positions in the order named, and went away in a bunch at the word.

Rockwood set the pace at the turn, and led handily at the quarter in 45s., Barnum a good second, Place third. The latter spurted when into the stretch, and had opened up quite a gap for the lead at the half, in 1m 28½s. This he held at the third quarter in 2m. 33s., and came under the wire an easy winner in 3m. ½s. (The judges, we believe, gave the time as 3m. 1½s.) Barnum was second, Westbrook third, and Forbush a good fourth. It was an exciting struggle from the word. Mr. Place is a strapping six-footer, and propels his wheel with great power and seeming ease.

In the second heat, Place showed a

wonderful burst of speed in the first quarter and passed all his competitors, winning as he pleased, with Westbrook second, Forbush third, and Barnum fourth. Place was declared the winner of the first prize, Westbrook of the second, Barnum of the third, with Forbush fourth. The time of the second mile by quarters was 44s., 1m. 28s., 2m. 11½s., 2m. 58½s.

The slow race brought out seven starters: Smith, Rockwood, and Butler of Buffalo, C. H. Hepinstall of St. Thomas, and V. C. Place of Greenville being drawn. The starters were as follows: John B. Newman of Buffalo, R. H. James of Buffalo, R. A. Punnett of Rochester, Perkins of Rochester, J. R. Williams of Buffalo, Perry Doolittle of Aylmer, Ont., and W. J. Curtis of Rochester. The distance was one hundred yards, but before half of this had been covered only Curtis and Perkins were left. It was nip and tuck between them, Perkins winning in 5m. 42s. by a foot.

It was after six o'clock when the last race of the programme, a two-mile dash open to all amateurs, was called. John V. Barross of Attica, C. A. Hepinstall of St. Thomas, A. J. Rockwood and C. K. Alley of Buffalo, who withdrew, leaving the following starters, who drew positions in the order named: C. H. Smith of Rochester, D. N. Milley of Buffalo, R. H. James of Buffalo, C. B. Woodruff of Buffalo, Perry Doolittle of Aylmer, Ont., and V. C. Place of Greenville, Pa.

Smith took the lead at the start, and held it to the quarter, Doolittle second and Place third, the others strung out. These positions were unchanged at the half. Then Doolittle spurred and took the lead, which he held to the three-quarters. Place then showed his staying qualities, and notwithstanding his hard work of the afternoon, went to the front with seeming ease, leading at the wire by a couple of rods from Doolittle. Not once was the Pennsylvanian headed during the next mile, and he won as he pleased. Smith pulled past Doolittle on the last mile, and finished second, while Milley dropped into third place, leaving Doolittle fourth. The time by quarters was as follows:—

	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	Mile.
First mile.....	42	1:32½	2:16½	3:01½
Second mile.....	3:52	4:43	5:51	6:18

THE twenty-mile professional bicycle championship of the world was run on the Belgrave road grounds at Leicester, England, 21 August, and won by C. R. Garrard, Uxbridge, in 1h. 5m. 41s., after a splendid struggle with Howell, Derkinderen, Wood, Waller, Kaye, Warwick, and Edlin. Howell was half a yard and Derkinderen two yards behind.

ON 24 August, John Keen and G. W. Waller raced ten miles at the Recreation grounds, Romford, Keen allowing his opponent half a minute start. The race was an exciting one in the last few miles, the riders alternating positions frequently, and Keen was defeated by half a yard; Waller's time was 35m. 4½s.

A ROAD race of twenty-four hours on the road from London to Bath (one hundred miles) and as far on the return as may be within the time, is to take place 30 September, projected by the makers of the Facile safety bicycle, on which machine alone the riders must be mounted.



The Bostons to the Front!

THE FIRST AMERICAN HUNDRED-MILE CLUB RUN SUCCESSFULLY CARRIED OUT.

THERE having been considerable talk this summer about long-distance riding among Eastern wheelmen, the fixture committee of the Boston Bicycle Club arranged for a hundred-mile club run in connection with the Worcester run. The affair had but a few weeks' ventilation before being attempted, so no one had time to train especially for it, and the number of participants was much smaller than it might otherwise have been. However, six club members, four of whom had made the run from Boston to Worcester and back to Northboro' on the two preceding days, were on hand at the appointed time at the Northboro' Hotel, and accompanied by F. J. Philbrick of Portsmouth, C. J. Holland of Medford, E. A. Hemmenway of Dorchester, and W. E. Parmenter of Arlington, as invited guests, got away at 4 38 A. M. The club was represented by Second-Lieut. W. B. Everett as captain for the run, Freelon Morris, T. H. Wakefield, W. H. Edmands, R. M. Diaz, and J. Q. Hatch. The first half-hour, in the dark and over strange roads, was rather risky business; but when day broke, showing a beautiful September morning, the roads seemed to improve, and the back-log of raw eggs and milk beginning to take effect the pace was improved, and South Framingham, fourteen and one eighth miles, was reached at 6 22. Here the party was joined by Mr. C. H. Wilkins of Manchester, N. H., who was unable to leave Worcester the night before, and took an early train thus far.

After a brief stop the saddle was again taken, and South Natick, five and five eighths miles, was reached at 7.08, and a stop made for breakfast at Bailey's Hotel, a popular place with Massachusetts bicyclers. At Natick Mr. Hatch was obliged to leave the party, he having injured himself in the races the day before. The remaining ten devoured a hearty breakfast, and at 8.15 again took to the road. Wellesley, with its sand-papered streets, was passed through at a brisk pace, and the fine road over Needham Plains to Dedham, ten miles, was covered with but one short stop to

leave Mr. Diaz, who only joined for part of the ride. Dedham was reached at 9.27, and fifteen minutes taken for lubricating man and wheel. From here the road lay through Readville and Canton Corner to Stoughton, eleven and three fourths miles; only two dismounts for hills were made, the party arriving at 11.10. Fifteen minutes for rest, and to meet Capt. F. H. Johnson of Brockton, who, having heard of the run, had kindly come out to show the roads into his town. Brockton, five and a half miles, was made in forty-five minutes, over sandy and rough roads. One hour and twenty minutes was consumed at the Palmer House for dinner, and leaving Mr. Parmenter to return by train, wheels were again mounted at 1.30 P. M., with forty-seven miles covered and fifty-three more to be ridden. From Brockton to Randolph bad roads were encountered, but no stops made; dinner having put new life in the muscles, the ride was continued without stop through South Braintree and Braintree to Quincy, fourteen miles, the last four being over fine sidewalks, with nothing but overhanging boughs to interfere. Quincy was reached at 3.17, and the eight remaining riders tackled the town pump for thirteen minutes. The road from here lay over Milton Hill, the top of which was made without a single dismount, even the Blue Bell Inn not proving strong enough attraction to induce a stop. Five minutes were used up in taking in the fine harbor view from the top of the hill, and then came the long coast down the other side. Through Milton Lower Mills the party went to Mattapan, and again resorted to the town pump for repairs on the inner man. After an eight-minute stop, Norfolk and Madison streets were ridden to Forest Hills, and South street to West Roxbury village, where for ten minutes gingersnaps were stowed away to prepare for supper. La Grange and Hammond streets, with their hard surfaces and fine hills, were covered at a round pace, and Chestnut Hill reservoir reached at 6 P. M., twenty miles from Quincy, and twenty more to be done. After fifteen minutes' rest, two turns were taken round the reservoir, spurring with horses and coasting the hills to warm up the limbs for the rest of the journey; then to Waltham, through the Newtons, for supper at the Central House, and a stop of forty minutes, when saddles were resumed for the eleven-mile run to the club-house. This was made without dismount, and the one hundred and two and one half miles were completed at 9.30 P. M.

The little party were received with open arms by a large gathering at the rooms, and the largest club run ever called in this country was a thing of the past. The sizes of machines ridden by the returning eight were as follows: Four 56-inch, two 52-inch, and two 50-inch. Below is a summary of distances and time:—

Time consumed, 16 hours 52 minutes; distance covered by seven men, 102½ miles, Mr. Wilkins having ridden

90 miles. Actual running time, 12 hours 6 minutes. For meals and rests, 4 hours 46 minutes. Average distance per hour of running time, 8½ miles.

RUNNING TIME.

Northboro' to South Framingham.....	1 hour 44 minutes.
South Framingham to South Natick.....	38 "
South Natick to Dedham.....	2 "
Dedham to Stoughton.....	28 "
Stoughton to Brockton.....	45 "
Brockton to Quincy.....	47 "
Quincy to Waltham.....	12 "
Waltham to Boston.....	30 "

Total 12 hours 6 minutes.

STOPS.

South Framingham.....	8 minutes.
South Natick.....	1 hour 7 "
Nedham.....	10 "
Dedham.....	15 "
Stoughton.....	15 "
Brockton.....	20 "
Quincy.....	13 "
Milton Hill.....	5 "
Mattapan.....	8 "
West Roxbury.....	10 "
Chestnut Hill.....	15 "
Waltham.....	40 "

Total..... 4 hours 46 minutes.

The distances were taken with two cyclometers, one American, the other English, and these showed a variation at the end of the journey of less than a quarter-mile, and both tallied well with the given distances between towns.

The Worcester Meet.

THE third annual meet and parade of wheelmen at Worcester under the auspices of the Worcester Bicycle and Æolus Wheel Clubs, which was held Tuesday, 5 September, was the most successful, in point of numbers, of the series. During the morning, wheelmen were constantly arriving, either by highway or train, while many had come to the city the day previous, and some even earlier. As in the former years, the local clubs had committees at all points to receive visiting wheelmen and escort them to headquarters at the armory, where were excellent facilities for stowing wheels. A few wheelmen had come all the way from Boston a wheel, starting the day before, and others wheeled as far as Marlboro', Northboro', or South Framingham, finishing the journey by rail. Several members of the Boston Club wheeled all the way, as also did Messrs. Hazlett and Philbrick of the Rockingham Club of Portsmouth, N. H., who started with members of the Massachusetts Club, one of whom came through. Secretary E. M. Gilman of the Nashuas wheeled all the way from New Bedford to attend, and members of the Manchester and Nashua Clubs took the highway a large portion of the route from their cities.

Shortly before noon the bugle sounded to mount, and the wheelmen took up the line of march for Salisbury's Grove, where a splendid collation, prepared by direction of the local wheelmen, was partaken of, and after an hour's rest the line was regularly formed in the following order by clubs to proceed to the fair grounds: Worcester Bicycle Club, 14 riders; Boston, 12 riders; Providence, 5; Chelsea, 6; Marlboro', 5; Newton, 7; Leominster, 11; Westboro', 6; Pawtucket, 5; Natick, 11; Holyoke, 2; Æolus Wheel (Worcester), 20; Massachusetts, 12; Boston Ram-

blers, 10; Portland, 1; Roxbury, 1; Springfield, 10; Clinton, 5; Nashua, 14; Northboro', 6; Manchester (N. H.), 4; Woonsocket, 4; Attleboro', Hopkinton, Wakefield, Marblehead, 1 each; Rockingham (Portsmouth), 2; Argus (Worcester High School), 10. The fair grounds were but a short distance, and the procession entered in excellent form in two divisions and circled the track several times, marching and counter-marching in close and in open order, and with a precision and uniformity almost general, which won frequent applause from the spectators, many thousands of whom were present. At about half past two o'clock they retired from the track, and, stacking wheels, prepared to witness the races, which were soon after commenced, and are elsewhere described. At the conclusion of the races, about five o'clock, the various clubs began to get together and mounting wheels move homewards, those going by rail being escorted to the station by the local clubs. It is to the credit of the Worcester wheelmen's management that neither of the three great meets held under their auspices have been marked by any unpleasantness, or serious accident of any sort, either in parade or on the race track. The general committee comprised Messrs. Fred. S. Pratt, chairman; Waldo Lincoln, Frank P. Kendall, Stephen E. Greene, Chas. H. Bannister, Edward F. Tolman, secretary. Among the prominent visitors from a distance, we noticed ex-League Treasurer Dillwyn Wistar of Philadelphia, Fred. Jenkins of New York and the *Wheel*, and Will R. Pitman of New York.

The officers of the parade were as follows: Captain first division, E. C. Hodges of Boston; captain of second division, C. A. Hazlett of Portsmouth; marshals, A. S. Parsons of Cambridgeport, D. Wistar of Philadelphia, H. E. Ducker of Springfield and S. E. Greene of Worcester. There were no unattached riders, the affair being laid out for an informal gathering of New England clubs, independent of the League or other associations.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

New York Letter.

Editor Bicycling World: — Mr. McClure, editor (to be) of the new periodical, has been here on an official visit, information and recruit gathering; and while we know nothing as yet regarding the magazine, we have no hesitation in pronouncing him a good fellow and capital company, and evidently well fitted for his position as steersman at the wheel. We drink success to the new venture; and should it do half as much for the cause of bicycling as we hope it will, it shall not have lived its life in vain. We need a periodical of this kind; and before the

originators of the *Wheelman* started it turning, not one out of the many influential men we number among us has been able to give a successful impetus to such a necessity.... We had Capt. Hill of the New Orleans Club with us at supper there, and took him for a ride afterwards on the Riverside. The night was beautiful, and he said he enjoyed himself, and vowed that our views were elegant when he saw the Hudson winding along below us with the many lights glimmering from the passing boats and steamers; but he is not yet willing to leave the Crescent City and her shell roads, and exchange them for Manhattan, with her fair coronet of hills which Fontaine and Sanford led him against.... Pitman since he has come back has been acting quite peculiarly, and spends most of his time wandering around looking for his shadow, which we suspect strongly he in his spurt (?) forgot at Worcester; he looks thin, weary of life, and mutters from time to time as though talking in his sleep, "But where was Burnam?" some slang expression he has imported probably from his Worcester jaunt, or else from Newton.... Jenkins got back to-day, and is looking well even if he has, as the *Courier* says, had a lop from his side. Rumor has been again busy with his name, and not content with cutting him loose from the jurisdiction of the Cunningham Company and setting him up in business for himself, has even transported him and business bodily to Philadelphia.... Mr. Hamilton of the New Haven Club has arrived to-day, to participate in the fifty-mile race to-morrow; and as he rides a 60-inch, Doc. and the Citizens have taken him in hand and are going to help him round the many curves of the Manhattan track. We also chronicle the arrival to-day of a Mr. Place, from some place in Pennsylvania; he comes well recommended, riding a 58-inch Harvard, with a record at Buffalo of "2.58" pinned to his bar, and says that though a few days after the time of entry, he is going nevertheless into the fifty-mile race to-morrow. What says Secretary Graham? Will Mr. Place enter, or will he leave, trailing his 2.58 at the hub of his little wheel? The echoes of Manhattan answer not as yet; to-morrow will show.... The New York Club has issued a manifesto calling its members to renewed activity for the fall, which will doubtless bring them out in force as of yore; and when Jenkins breaks up his present quarters, as break he must ere long, they will probably flock with the Lenox, over to Carter's aviary; and then how we will all fly, and what a warbling there will be! Where, oh, where are the Manhattan riders? Will none relieve our anxiety? The absence of Meyer (and bugle) we don't grieve over so much, for our ears are at last recovering; but the others we miss. No more do we see the brown suits pushing at our sides, climbing the hills sometimes before and sometimes behind us; they are fast becoming a memory of the past, and Bourne and Jenkins are the club.

Later, and after the fifty-mile race: — Well, Place it seems was entered, as it turned out, by telegram, about a week before the time set, and consequently his entry was all right, and he has ended by astonishing us all by riding in a winner on the fiftieth mile. You have doubtless heard by this time how all five of the competitors distinguished themselves, Smith and Ives by dropping out, the first on the thirtieth mile and the last on the forty-first (cramps the word); how Place, Sanford, and Hamilton went on to the finish, and came in in the order named and broke the records in close company, — Place first in 3h. 27m. 11½s.; Sanford second, two laps behind, in 3h. 28m. 45s.; and Hamilton third, one lap behind Sanford, in 3h. 29m. 28½s. The race was not very largely attended, — due, we think, to its not having been very extensively advertised in local papers; but what the crowd lacked in size they made up in enthusiasm. New York's hopes centered on Ixion's representative Sanford, and well they kept him, with the veteran Pitman's help, to his task of winning second medal. Look out at Springfield, boys, for this man Place; he's a new man, but he's a great one, and if he made 2.58 at Buffalo he will probably show a good many riders his little wheel at Springfield. The latest returns here give the following names as booked for Springfield: Beckwith, Oliver, Smith, Fontaine of the Citizens' Club, Egan, Pitman, Sanford, Howard, Smith of Ixion, Jenkins and probably Bourne of Manhattan, Carter, Sterry, and probably Adams and one or two others of the New York Club. We note a two-mile bicycle race handicap at the annual fall games of the Manhattan Athletic Club, at their grounds on 30 September. We'll all be there, but till then all aboard for Springfield. Selah! CHIC.

NEW YORK, 9 September, 1882.

Rejected Votes Again.

Editor Bicycling World: — I was glad to note Vice-President Parsons's reply in the last WORLD, but it failed to convince me that the committee on rights and privileges was justified in throwing out the votes of the Marblehead Club. He quotes from Rule 21, that "The corresponding secretary shall send to each member of the League a voting blank," and that "These blanks shall be filled out and returned." A good idea; but the blanks sent to Massachusetts members were not sufficiently large to contain the names of ten representatives, consequently some other blank had to be used. The Marblehead members looked over the rules carefully, and finding nothing to conflict with their method of voting, prepared one list of candidates, to which each voter affixed his own signature. Was not that a perfectly legal proceeding? Had our secretary written the voters' names himself, we could have polled a much larger vote (as several of our men were away from town at that time), and we should not have been sur-

prised had our votes been thrown out. But when each member voting signed his own name (which was all that would have been done had each voted on a separate ticket), can it be wondered at that the club did not submit willingly to the committee's decision?

Mr. Parsons says: "We failed to find anything in the rules which would warrant us in counting these names." We failed to find anything which would warrant the committee in rejecting them.

I have now no doubt that the committee wished to conduct the election fairly; but I still think they were in error in casting our votes aside, and I believe every member of the League will agree with me when I say that simple justice demands they should even at this late date be counted. GEESSE.

MARBLEHEAD, MASS., 9 September, 1882.

Cycling Memos.

THE *Cyclist* has "come out" in favor of the words "trike" and "bike," and "triker," and "biker." It claims that there is no slang in the use of these words, which are coined to meet the requirements of a new sport. "Bus" for omnibus, "telegram" for telegraph message, and abbreviations of like sort, are allowed, and used by "Juvenis" even, who insists that "bike" and "trike" are unpardonable vulgarisms.

THE same paper is much exercised over the advertisement of Forepaugh's circus, announcing, in the usual high-sounding style, that Albin has, on his "Alpine wheel," "outstripped in speed the thundering locomotive," and wonders "any paper will print such palpable stretches," especially in America, where the riders excel on the wheel. No one "here" wonders at anything in a liberally paid advertisement, but many did wonder that the *Cyclist* should print Albin's letter, which contained so many statements lacking crassitude.

THE "Century" run of the Boston Club was a great success, and opens up a new field of sport. The condition of the riders on their return was such that all who saw them will no doubt have a lingering desire to "beat the record." Indeed, it is rumored that the club will indulge in a 120-mile run next month.

ONE of the gentlemen who had completed the distance I met next day, going along at a rate which precluded any idea of stiffness or fatigue.

THE same gentleman has ridden on his bicycle thirty-one consecutive days, having covered over five hundred miles. The shortest day's journey was six miles, and the longest one hundred and two and one half miles. Not a bad record for a business man.

I FOUND "Prex" Pratt at the Bostons' club-house the other day, deep in the mysteries of the "dry-plate process." He had "took" Fred Jenkins and "Juvenis," and was engaged in photographing the interior of the rooms.

Mr. BURT's Coventry Rotary will be

shipped this week. He writes enthusiastically of its capabilities, and seems to anticipate much.

IN answer to a correspondent, who writes for information in regard to this machine, I would say that there is no tendency to twist the central dropped tube of the No. 1, which is quite as stiff as No. 2, and is easier for a bicyclist to propel, as the motion is the same. The gearing interferes with its use by a lady, and on this account No. 2 is to be preferred, although not quite so easy nor as fast as No. 1. In fact, the fastest two miles on record was made on a Coventry Rotary No. 2, by Lowndes, in 6m. 41s., — most remarkable time for a tri.

IN regard to the recent League elections, and the throwing out of ballots, Mr. Parsons labors under a wrong impression in supposing that the discussion which has taken place, and the evident desire to have the matter more fully explained, are "attacks" by "disappointed members."

By the way, what is to be done in cases where there was a tie vote? I have heard of no new elections being ordered. Also, in case of declinations, Mr. Fourdrinier of Massachusetts having declined to serve as representative? It seems as though something ought to be done immediately, unless it has been decided to wait until the next election.

THE remarks made at Worcester about Mr. Moore, the winner of six straight heats, were mean and contemptible, and unworthy of any liberal-minded person. Mr. Moore is a recognized amateur in England, and is by this time, I presume, a member of the League. It therefore seems very small in anybody to question the propriety of his entering the Worcester or any other races.

I, FOR one, am glad that he took all the races, as it will wake the American bicyclist up, and convince him that we are still behind the times in things bicyclic. Mr. Moore rode square races, and gave every one a chance. Mr. Moore naturally feels somewhat indignant, but has the good sense to put the blame where it belongs. LONDON W.

A Card.

Editor Bicycling World: — I note in your issue of 8 September, under "Cycling Memos." of "London W.," a remark of his relative to the admission of Will R. Pitman to the B. T. C., but fail to see (and I embody in my expression of opinion the known opinions of many another New York rider) why, if an organized recognized athletic club should see fit to receive him as a member, and if the N. A. A. A. should admit his claims, the L. A. and London W.'s. should not lay prejudice aside and do likewise. Prejudice, I say, for it is now almost universally admitted, here at any rate, that it is this and this alone that leaves him in the cold. CHIC.

NEW YORK, 9 September, 1882.

ALFRED NIXON of the London Tricycle Club, left John o' Groat's 16 August, to ride to Land's End on a Premier double-driving tricycle, taking the course followed by Keith-Falconer in his famous journey in the reverse direction. He reached his destination on the 30th, covering nine hundred and ninety-five miles in thirteen days, twenty-three hours, fifty-five minutes.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *Bicycling World*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *Bicycling World* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *World*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *Bicycling World*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consultants, etc., can be obtained from the *Bicycling World*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

MARIETTA BI. CLUB.—Additional: S. H. Libhart, Marietta, Pa.

UNATTACHED.—Wm. R. Barnum, 8 Garden park, Rochester, N. Y.; Ellis B. Freatman, 3 Saratoga avenue, Rochester, N. Y.; W. K. Sinclair, Laramie City, Wyoming Ter.; Fred. H. Newton, 159 Chestnut street, Holyoke, Mass.; Jas. S. Newton, 214 Elm street, Holyoke, Mass.; Wm. A. Munn, 69 Newton street, Holyoke, Mass.

CORRECTION.—The name of Omar W. Wittemore, Arlington, Mass., published 1 September, should be Omar W. Whittemore.

CURRENTE CALAMO

"THE next station is Springfield!"

THE Marblehead Club took in the Swampscott fire for its last week's regular run.

WORCESTER is over, but then there's Springfield, and it does look as if all the prominent racing men are going to be there.

THE Lawrence wheelmen recently received and entertained the Marbleheaders by an excursion in boats up the Merrimac to a picnic in the groves.

THE members of the Lawrence Bicycle Club will be the guests of the Marblehead wheelmen at the Essex County meet in the latter town Monday next.

THE Champion City Bicycle Club of Springfield, Ohio, has four riders who ride 56-inch wheels. They are President Crothers, Messrs. Shepherd, Gunn, and Thompson.

W. R. PITMAN won third position in the mile and half-mile events at Worcester. What did the judges do with the protest against him? and did they award him third prizes?

CARPENTER, of the Columbia Bicycle Club of Attleboro', is entered for the Springfield events. Harry Tufts, also, the excellent amateur trick rider, with other Attleboro' boys, will attend.

MR. FRED. C. HAND of Scranton, Pa., one of the most enthusiastic and live wheelmen in the Keystone State, will be in this vicinity next week, on his way to attend the Springfield tournament.

THE rumor to the effect that the Champion City Bicycle Club would resign from the League of Ohio Wheelmen, on account of dissatisfaction at the recent meet held in Columbus, is incorrect.

A THIEF recently stole a horse and carriage in Melrose, but the theft being discovered in good time, a young bicyclist mounted his wheel and pursued, overtaking him and securing his arrest.

THE *Bicycling News* has added the sub-title, "and *Tricycling Gazette*," and the *Bicycling Times* has changed its sub to "*Tricycling Record*," which changes indicate the rapidly increasing popularity of the three-wheeler.

THE racing of the Boston Bicycle Club at Beacon Park to-morrow afternoon bids fair to be very interesting, and there will doubtless be a good attendance. We advise all who can spare the time to be there. The twenty-mile contest is called at four o'clock.

WE are pleased to announce that Mr. Prince's illness is not so severe as at first feared. However, he is far from in good condition, and it looks as though Morgan has a golden opportunity to meet the champion in the hundred mile-race to be held in October.

OUR San Francisco correspondent writes us that our advertising and noticing of "Walker's Pocket Camera" has awakened much interest there in amateur photography, and many of the wheelmen invariably take the apparatus along now when off for a run into the country.

MR. WILL ROSE recently started from Danville, Ill., on a wheel trip to the Pacific Coast. He wrote us from Princeton in that State, under date of 4 September, that up to that time he had found the roads rough and muddy. He had a pleasant stop among the wheelmen of Peoria.

THE Champion City Bicycle Club of Springfield, Ohio, turned out twenty-three uniformed men at the State meet held at Columbus recently, and took the first prize of a silver buglet for the largest and best appearing club. Cincinnati came next with seventeen men, and Cleveland with sixteen.

THE Champion City Bicycle Club of Springfield, Ohio, with the wives of the married members and the young lady friends of the single members, will give a grand banquet at the Lagonda House some time soon; and during the winter will present a light opera like "Pinafore" or "Mascot," and call it the Bicycle Opera. The club has many fine male voices, and the ladies are said to be splendid local singers.

YELLOW SPRINGS seems to be the favorite short run for the C. C. of Springfield, Ohio. The Springs is a popular and fashionable watering-place, and is situated between Springfield and Xenia, just nine miles from either point. The regular running time is fifty minutes, but two of the riders claim to have covered it in thirty-seven minutes and fifty seconds. Even the Xenia and Cincinnati men make frequent trips to this delightful resort.

THE Rockingham Bicycle Club of Portsmouth, N. H., have invited the New Hampshire wheelmen to a two-days' meet at Portsmouth, 17 and 18 September. A run along the excellent roads by the sea through Newcastle, Rye, and Hampton will be made on the 17th. A parade, marine bicycle race, and complimentary dinner at the Rockingham House will take place on the 18th. Chief Consul Hazlett has called a meeting of the L. A. W. members on the 19th to form a State league.

FRANK MOORE, the young English flyer who is so gallantly winning glory and medal from our own racing men, shows what proper training will do. Personally, he appears to be a modest, good-natured man, and he races fairly and with a determination to win; and we have no sympathy with those small minds who occasionally are heard to carp at his success because he is a foreigner. We wish, sincerely, that some of our men might beat him; but as long as he shows himself the best man, it is as mean as it is useless to whine about it.

"PAPA" WESTON, returning from the Harrogate meet, when a few miles out from Birmingham, was met by two members of the Coventry Club, riding a Harvard Tandem tricycle, they having come to meet him and offer him one of their places to ride to Coventry. The genial Frank at once surrendered his bicycle to one of them, and took the latter's seat on the tri, and although a green hand at tricycle riding, he and his companion made the distance, twelve miles, in seventy minutes, running time, up hill and down, and he was much pleased with the machine and the motion.

LIBERAL advertising, and the value of the prizes offered by the Springfield Bicycle Club, have attracted national attention, and not only the racing men but the clubs are preparing to be represented in that city in large numbers. If it is as successful as a gathering as the Worcester meet, it cannot fail to satisfy, not only the local wheelman, but all who attend. V. C. Place, the 2m. 58³/₈s. man, and winner of the New York fifty-mile race, is expected to be there, and it may be that he is the man to prevent the Springfield medals going the way of the Worcester jewels.

MESSRS. F. C. PENFIELD and WILLIAM LEE HOWARD of Hartford, Conn., well known as veteran wheelmen, have had a "tramp abroad" this summer. They started from Innsbruck, Austria,

and took a southwesterly course for Lake Como, their route taking them through the wildest part of the Tyrol, and traversing the soil of three countries, — Austria, Italy, and Switzerland, — making a distance of two hundred and forty miles. They ascended the famous Ortler Mountain, and for three days were on the glacier level. They have been made honorary members of the Austrian and Italian Alpine clubs for their accomplishment.

"LONG JOE" of Philadelphia, "which has been asleep," writes us to say that she "waketh up," and intends to have the biggest meet of wheelmen ever held in this country, on the 26th of October next, on the occasion of the bicentennial of the settlement of the city. A committee of arrangements has been appointed, and Harold R. Lewis of the Philadelphia Club has been chosen commander. A new half-mile track is being constructed for the races, and the wheelmen expect to have unobstructed use of the park roads, all carriages being excluded from the route of parade, by order of the park commissioners. All wheelmen, L. A. W. or L. O. W., and the great unattached, are invited.

CONSUL WILKINS of Manchester, N. H., who has been doing Worcester and the fine Massachusetts roads during the past week, being the ninety-mile man in the "Century" run of the Boston Club returned home last Sunday. He spent Saturday night in Chelsea with Capt. Whiting of the Chelsea Club, and on the summons of the captain eight members of the Chelsea Club assembled Sunday morning at nine o'clock to escort the visitor as far as Middleton, eighteen miles, where members of the Lawrence Club were expected to meet him. The run to Middleton was a pleasant one, except that the last few miles of the road was rough and soft in spots. At Middleton Capt. Currier and three others of the Lawrence Club were met; and after a pleasant stop of half an hour at the farmhouse of Col. J. W. Wellman, who, with the ladies of his household, treated the bicyclers with generous courtesy and an abundance of excellent milk and the freedom of his apple orchard, the Chelseans bade Mr. Wilkins and his new escort good by, and returned home by way of Peabody, Lynn, Saugus, and Malden, their round trip covering forty-one and a half miles. They took dinner at Baldwin's Hotel in Peabody, where they were treated to good victuals and cordial courtesy at a reasonable charge and we advise wheelmen who may chance to be in that vicinity, hungry or thirsty, to give the hotel a call. Mr. Wilkins and the Lawrence men continued their journey to Lawrence over four miles of very good road, but the rest of the route was bad until they reached North Andover, when a long sidewalk with excellent coast favored them, and at Lawrence they were welcomed by a lot more of the boys, and took dinner at the Franklin House, which will probably be made the League hotel

of that city. Mr. Wilkins concluded his journey home by train.

Bugle Calls. III.

BUGLER, while our line is creeping
Through the shady valley,
Wake the echoes from the hillside,
Blow our 'cycling rally.

"Ho, lads; yo ho, lads; on we go!
Ho, lads; yo ho, lads; bugler, blow!"
Ta-ra-la ta-ra-la, ta-ra-la-ra,
Ta-ra-la, ta-ra-la, ta-ra-la-ra.

Now we're sweeping by the river,
There's the "Crescents" shell;
See the oars bending, flashing, —
How they make them tell!
Hail the coxswain. "Hollo, Hardy,
Where's your boasted might?
Here we are, we're running by you:
Adieu, old man; good night."

"Yo ho, lads, yo ho! let them row, row, row,
But they're far, far behind us, and on we go."
Ta-ra-la, ta-ra-la, ta-ra-la-ra,
Ta-ra-la, ta-ra-la, ta-ra-la-ra.

NINON NECKAR.

Wheel Enjoyment.

THE *Cyclist*, in a recent editorial, says truly that "What 'pleasure on wheels' consists of cannot be defined, as a general thing; for whereas some are not satisfied unless they are training or racing upon the cinder path, others are in the height of their glory when training, whilst others again do not even do that, but content themselves with 'pottering about' around home of an evening."

In these remarks lies, to a great extent, the secret of the success of the bicycle as an adjunct to pleasure. It appeals for support to at least three kinds of men. For the man who is fond of excitement, competition, and speed, who takes pleasure in training and racing, no form of athletic exercise will "fill the bill" so well as bicycling; and to the person fond of the pleasures of the road, of seeing nature either in its pristine or cultivated beauty, the bicycle affords a most enjoyable method of travelling from place to place where roads will permit. Not only is touring on the bicycle or tricycle pleasurable from the method of conveying one's self, but the exercise is so physically healthful and mentally invigorating that mind and body become harmonious to enjoy and appreciate; whilst to the young man (it usually is the young man) who enjoys his wheel in "pottering about," the bicycle is unsurpassed. It affords an opportunity to display to advantage any charms which nature may have endowed him with, and is an easy and exhilarating way to stroll about among friends and familiar scenes. We have personally tried all three ways of enjoyment, as well as many others, and pronounce without hesitation that touring affords the greatest "pleasure on wheels." We are not familiar enough, as yet, with the enjoyments and capabilities of the tricycle, to add, as the *Cyclist* does, that "The tricycle is the preferable machine to its more elegant and lighter confere," although we must confess to a yearning

also towards the three wheels, of which so much is being said and written.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

BICYCLES FOR SALE. — One 54-inch Manchester Excelsior, entirely new, built by Robertson of Manchester, Eng.; ball bearings to both wheels; a great bargain; price \$100 cash; one 50-inch Andrews, built by Andrews of Birmingham, Eng.; ball bearings to both wheels, nearly new, only ridden about six times; price \$90 cash. WM. OLIVER, 141 East 129th street, New York City.

FOR SALE. — A 50-inch Harvard, full-nickelled, new this season, used very little, and in first-class condition; too small for owner; will be sold for \$115. G. W. ALEXANDER, Port Haron, Mich.

FOR SALE. — A 52-inch Harvard Roadster, bur-nished, \$85; a 52-inch Standard Columbia, half-nickelled, \$65; a 52-inch Standard Columbia, painted, \$60; all in good condition. A. J. KOLP, Scranton, Pa.

52-INCH HARVARD. — Bright spokes; painted (black and gold) felloes; rest nickelled; rubber handles; Hull & Tolman's alarm; cradle spring; ball bearings to both wheels; bought in May last; used but little; in first class condition. Owner will sell cheap for cash, or exchange for first-class tricycle. H. B. MCCRACKY, Utica, N. Y.

BICYCLE SUNDRIES, CHEAP. — Rat-trap ball pedals, cost \$10, price \$5.00; rubber bar ball pedals, nickel-plated, cost \$11, price \$5.00; parallel pedals, nickel-plated, cost \$5.00, price \$2.50; Spurrier's takeabout for luggage, \$2.00; Stormont alarm, double, \$1.00, cost \$2.50; Dearlove hub lamps, new, \$2.00 and \$3.00; photographs of L. A. W. Meet at Boston, mounted, \$1.50, cost \$2.00; English head lamp, \$1.50; Cooper's hub lamp, double-nickelled, \$3. All warranted English, and in perfect order. L. H. JOHNSON, Orange, N. J.

54-INCH STANDARD COLUMBIA FOR SALE. — Full-nickelled; ball bearings on front wheel; suspension saddle, etc., complete; in excellent order. Address E. E. LINDEMUTH, 826 Market street, Philadelphia.

JUST OUT!!! THE "INDISPENSABLE" BICYCLISTS' HANDBOOK, For 1882. BY HENRY STURMEY. CONTAINS

Complete Analysis of the Modern Bicycle, with fully Illustrated Descriptions of
All the Latest Novelties in Bicycle Construction. Fully detailed descriptions of all the Bicycles in the Market, with illustrations of all the Leading Makes. Exhaustive Chapter on Peculiar Bicycles, with Illustrations of each. Hints on Selection and Purchase of Machinery. Comparative view of Prices and Weights. Illustrated Addenda revised to date. Directory to Manufacturers. Indices of Novelties and Obsolete Parts, etc., etc., etc.

Price, 50 cents. By mail, 55 cents.

E. C. HODGES & CO.

8 Pemberton Square, Room 12 - - Boston, Mass.

Exact Size



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small diamonds, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

THE NEW WILKINSON BICYCLE,

With Steel Spokes and Rubber Tire,
Direct Spokes, Adjustable
Bearings, etc., etc.

48-Inch Wheel.....\$55.00
50 " " 60.00

EVERY ONE WARRANTED.

Send for Special Price-List.

THE JOHN WILKINSON CO.

77 State Street, Chicago, Ill.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

ST. LOUIS, MO.—Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

STABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON**, manufacturer, 77 State street, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. **C. H. LAMSON**, Portland, Me.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. **H. S. LIVINGSTON**, Cincinnati, Ohio.

TO DEALERS.—For the loudest toned and most reliable Bell in use, and for the strongest and neatest of the low-priced Boys' Bicycles, send to the manufacturer, **T. B. JEFFERY**, 38 and 40 Canal street, Chicago, Ill.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

W. W. STALL.—Sole Agent of the Cunningham Co. for Brighton, Newton, and Waltham. Also, Agent for sale of Marine Bicycles. New and second-hand machines bought and sold on commission. Office at Faneuil Station, B. & A. R. R., Brighton, Mass.

THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price (\$1.00). Circulars free. **ELASTIC HOSE CO.**, Needham, Mass.

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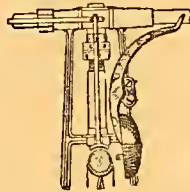
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TRICYCLING JOURNAL.—Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

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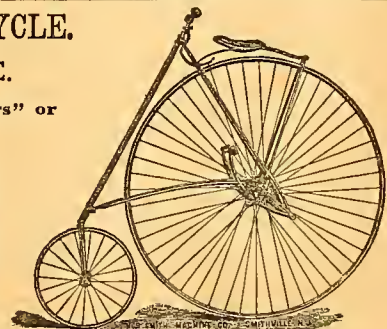
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THE Bicycling World

The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William S. Gilman, Editor.

E. C. Hodges & Co., Proprietors.

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BOSTON, 22 SEPTEMBER, 1882.

Volume V.
Number 20.

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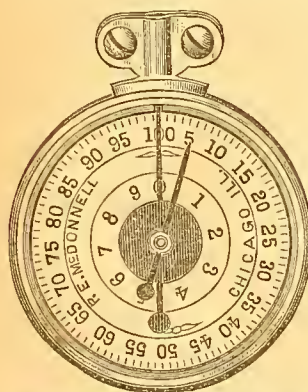
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It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the

outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2½ oz. Made for any sized wheel, nickel-plated, and well finished. Price, \$4.00. Gold plated with name engraved (for prizes), \$10. FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

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SPRINGFIELD, MASS.,

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Given under the auspices of
THE SPRINGFIELD BICYCLE CLUB.

(MEMBERS OF THE L. A. W.)

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A five-mile Professional Ladies' Race for a purse of \$200.

Also the following Amateur Races, open to all amateurs:—

5-mile Race, 3 Prizes, value	\$125 00
*2 " " 3 " "	125 00
*1 " " 3 " "	75 00
½ " Dash, 3 " "	50 00
Slow Race, 100 yards, 3 prizes, value	25 00
1 mile without hands, 3 " "	50 00
½ mile Race, for boys under 15 years of age, 3 prizes, value	20 00

*Best two in three heats.

A handsome gold and silver plated Bicycle Bugle, one of C. W. Hutchins's best, value, \$30, will be presented to the club having the largest number of wheelmen in the parade.

In the evening, the following prizes will be contested for:—

Best drilled club of not less than 8 members, 3 prizes, value	\$100 00
Best single fancy riding, 3 prizes, value	75 00
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Entries Close 15 September.

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[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

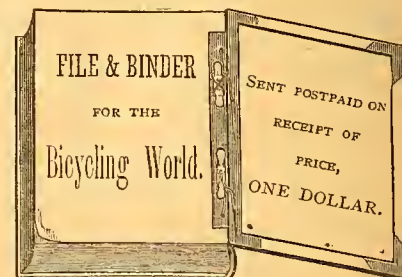
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THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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One year, in advance.....	\$2.00
Six months ".....	1.00
Three months ".....	.60

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WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. . . . PUBLISHERS.

Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 22 SEPTEMBER, 1882.

BICYCLE BELLS.

THOUGH not compelled by law to carry bells, the riders of this country, to a great extent, appreciate the advantage of some sort of instrument to warn drivers and pedestrians of their otherwise silent approach. The habit of many riders of using a loud gong bell on every possible occasion cannot be recommended, as it appears to the unoffending citizen as if the bicycle alone had the right of way, or that it is such an unstable and dangerous vehicle as to require favors from all to have an existence. For the same reason we discourage the loud and startling cries often uttered to warn pedestrians at crossings to allow the "little tin god on wheels" to pass. No thoughtful, intelli-

gent, or gentlemanly 'cyclist will ever do anything to cause riders of the wheel to be considered a discourteous class, or bring them into public disfavor. We have found that if one rides carefully, and at a lawful pace, there is little need of any warning in ordinary cases, although for night riding a constantly ringing bell, in addition to a lamp, is not to be despised. In England, where the by-laws of "local government boards" require bells to be carried, the most common in use is an ordinary spherical or sleigh bell, which is fastened to the step, axle, or handle bar of the machine. The latter place is the most popular and convenient, as the bell in this case can at any time be silenced or removed altogether and placed in the pocket. This is very convenient on a long journey, as the continual jingling is to many riders very annoying. Challis's stop-bell is deservedly popular, and is similar to that we have mentioned, but is usually larger and more melodious. This bell is provided with a spring socket in one of the holes, so that the bell can be silenced at any time by forcing the ball into this hole with a cord and rubber spring, with which it is provided. It is attached to the handle bar by means of a strap or bracket; the latter being preferred, as it increases the vibration and places the bell in the best possible position for emitting sound. The Facile stop-bell is similar to the latter, but is barrel-shaped instead of spherical. It is the latest introduction of this class, and is well spoken of.

In the matter of gongs, our own country has furnished whatever is required, and we have no need, fortunately, to call upon England for our supply of this part of the bicycle. The American "Automatic Alarm" seems to meet every requirement, and is a general favorite with those that use them. The alarm is produced by pressing a little wheel on the front tire by means of a lever provided for the purpose, and is continuous while the pressure is on. The ordinary gong bell is so familiar to all riders that no description is necessary. The latter class of bells or gongs are the most popular in this country. The ordinary spherical bell, however, is very convenient, as it can be removed at any time, and can be obtained of any harness dealer. It should be provided with a small strap, about four inches long, to secure it to the handle bar.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

BOSTON BI. CLUB fixtures: —

Saturday, 23. Headquarters 5 P. M. Run to Cobb's for the night.

Sunday, 24. Leave Cobb's at 9 A. M., run to Downer's Landing via Quincy and North Weymouth to dine, returning to Boston at 2.30 P. M.

Wednesday, 27. Headquarters 2 P. M. Run to Beacon park for scrub handicap races.

Associate members are invited to attend the September events.

30 September. New York, Manhattan Athletic Club games. Two-mile bicycle handicap, L. E. Myer, 8th avenue and 56th street.

MASSACHUSETTS BI. CLUB.

Wednesdays and Saturdays of September and October, at 4 o'clock P. M., regular club runs.

26 September, moonlight run and supper at Woodland Park Hotel, starting from headquarters, at 6 o'clock P. M.

SACRAMENTO BI. CLUB. — A bicycle club was formed in Sacramento, Cal., 24 August, with the following organization: President, Douglas Lindley; captain, R. R. Flint; lieutenants, E. B. Carroll and H. A. Marvin; secretary and treasurer, R. H. Hawley; bugler, A. Scheld.

MONTREAL BI. CLUB. — *Ed. Bicycling World*: — I submit my usual monthly report of our proceedings: Mileage for August is 205 miles; number of rides, 9; attendance, 58; average, say 6. The five highest individual scores are: J. A. Muirhead, 395 miles; H. S. Tibbs, 369½ miles; J. Trotter, 334½ miles; H. Joyce, 242½ miles; J. H. Low, 230½ miles. A 3-mile race was contested at the Caedonia sports, on the Montreal Lacrosse Grounds, on 5 August; F. C. Holden, J. H. Low, and A. T. Lane taking first, second, and third places respectively.

THE CLUB DAWG.

MONTREAL, 11 September, 1882.

CHICAGO BI. CLUB. — At the regular business meeting of the Chicago Bicycle Club, Grand Pacific Hotel, Chicago, 12th inst., fifteen members present, it was voted to change the uniform from gray to a darker color, black being in favor. Definite action was delayed until the subject could be examined into further. The resignation of Ex-Capt. Blinn was presented and laid on the table. An invitation to attend races at Waukegan, Ill., 27 September, was accepted, and thirteen members agreed to go. The race will be under the auspices of the Chicago Bicycle Club. A committee was appointed to look up suitable headquarters.

RACES

Coming Events.

26, 27, 28 September. Haverhill, Mass., bicycle races in connection with the Essex County fair. W. H. Moody, Lock Box 272.

30 September. New York. Two-mile bicycle handicap, under the auspices of the Maohattao Athletic Club.

7 October. Montreal. Bicycle races in connection with fall games of the Montreal Amateur Athletic Association. Championships of Canada. One-mile and five-mile races. Chairman sports committee, Box 1138, Montreal.

21 October. Stenton, Pa., one-mile and three-mile bicycle races, in connection with Young America Cricket

Club games. Percy C. Madina, 201 Walnut Place, Philadelphia.

26 October. Grand wheelmen's meet and races in connection with the Philadelphia bicentennial celebration.

BOSTON, 16 SEPTEMBER. — ANNUAL TWENTY-MILE CHAMPIONSHIP RACE OF THE BOSTON BICYCLE CLUB. — The third annual twenty-mile contest for the gold medal and championship of the Boston Bicycle Club was held at Beacon Park, Boston, last Saturday, and proved both interesting and successful. The medal was won in 1880 by J. S. Dean, and last year W. W. Stall took charge of it, making time which has hitherto been the best out-door for that distance, — 1h. 23m. 5s. In addition to the prize and honors to the first in this race, the club offered silver medals to the first three making the distance inside of 1h. 25m. The field officers were: Judges, A. L. Woodman and H. B. Colby of the Boston Club, and F. W. Whiting of the Chelsea Club; scorers, C. W. Fourdrinier and S. N. Turner of the Boston Club; timer, L. R. Harrison of the Boston Club; starter, Capt. E. C. Hodges of the Boston Club; clerk of course, J. S. Dean of the Boston Club.

The track was in good condition, but a very strong wind was blowing, — at times almost a gale, — which rendered very fast time impossible. There were eight entries, but Messrs. J. S. Dean and W. B. Everett withdrew, and the following faced the starter: W. H. Edmands, F. H. Childs, F. Morris, C. L. Clark, B. L. Knapp, L. T. Frye. This was the first appearance of Mr. Frye upon the race path since his serious road accident last May, and he was welcomed cordially, and his riding was watched with much interest. At the sound of the pistol all got off well, Clark taking the lead, and completed the lap in the following order: Clark, Edmands, Frye, Knapp, Childs, Morris. Then Frye took the lead and maintained the position throughout the race, riding in his usual fine form and continually increasing his lead. On the third lap, Clark fell back to third place, and Morris, who now began to show his mettle, was rapidly overhauling all those between himself and Frye, and on the completion of the second mile ranked No. 2, with Edmands, Clark, Childs, and Knapp following in that order, which remained unchanged to the end, except that Clark withdrew at three miles and a quarter, Knapp at thirteen miles, and Childs at fourteen and three quarters. Meanwhile the other three clung to the path despite the discouraging effect of the high wind, each desiring to beat the club record or at least win a standard medal. The timers knew already that Frye would beat Stall's time if he met with no mishap, and Morris also was showing wonderful endurance and constantly increasing his lead on Edmands. The riders were now being urged and encouraged by the spectators, and Capt. A. D. Claffin of the Newton Club went on to pace for Frye, assisting him materially, while Clark of the Bostons again

took the track to help Edmands, whose chances for securing a medal began to look slim; Morris, however, being now not only sure of his medal, but also sure to beat Stall's time. Frye completed his race a mile and a quarter ahead of Morris, and the latter came in about the same distance ahead of Edmands, who also won a medal by four and a half seconds inside of the standard time. The times taken were as follows: —

	5 miles.	10 miles.	15 miles.	20 miles.
Frye,.....	18.28	37.41	56.55½	1.15.34½
Morris,.....		49.19½	1.00.15½	1.21.12½
Edmands.....				1.24.55½

The championship medal must be won three times to become the permanent property of the winner. The machines ridden by the winners were: Frye, a 58-inch Yale racing machine; Morris, a 52-inch Yale roadster; Edmands, a 56-inch British Challenge. Frye and Morris both beat the best out-door time, although the record is much lower, C. D. Vesey of Surrey, England, making it at the American Institute Rink in New York in 1h. 15m. 4s.

BOSTON, 13 SEPTEMBER. — EXCELLENT RACING AT BEACON PARK. AMATEUR RECORDS AGAIN BROKEN. — On Wednesday afternoon of last week occurred at Beacon Park an amateur and a professional race, both which events were unusually interesting, and the former especially notable as reducing the time records of from six to ten miles inclusive. The affair was rather hastily gotten up and was insufficiently announced, so that, although the weather was exceptionally fine, there were but few spectators, — say sixty in all. The events began about half past four o'clock with the amateur race, the distance being ten miles, and the starters Frank Moore of Birmingham, England, J. S. Dean of Boston, A. D. Claffin of Newton, E. M. Bent of Framingham, and J. Hewitt of Boston. Moore gave his competitors each one minute start and these got off well, Claffin soon after taking the lead and completing the first lap in the following order: Claffin, Dean, Bent, Hewitt; and soon after the word was given Moore, who started after them in handsome style. The mile finished in the same order, but with Hewitt a long fourth and Moore rapidly overhauling him, which he did before the next half was scored, Dean at the same time pulling in front of Claffin, who after maintaining second place to the end of the two and a half miles again fell back and yielded to Bent, Hewitt having in the mean time retired. At this point Moore also changed, making a fine spurt and taking first position. The order now was, and continued to the seventh mile, as follows: Moore, Dean, Bent, Claffin; but here Bent in the third lap made a splendid struggle with Dean and led him for a short distance, but at the end of the mile fell out. Claffin also retired before finishing the next half-mile, leaving only Moore and Dean on the track, the latter pluckily continuing, although somewhat troubled

with a lameness in the back from which he had been suffering several days. Moore had taken up his handicap in the third mile and secured the race, but desiring to make a record he kept up his speed to the finish. His times at the end of each mile were as follows: one mile, 3m. 8½s.; two miles, 6m. 27s.; three miles, 9m. 48s.; four miles, 13m. 7s.; five miles, 16m. 30s.; six miles, 19m. 54s.; seven miles, 23m. 20s.; eight miles, 25m. 48s.; nine miles, 30m. 15½s.; ten miles, 33m. 34s. The third mile beats all American out-door time, and the sixth, seventh, eighth, ninth, and tenth *all* previous American amateur records for those distances. Dean's time for the ten miles was 37m. 42s.

The professional race was for five miles, J. S. Prince allowing his competitors, J. E. Mellen and Thomas Harrison, forty seconds start. This race was interesting, although no very fast times were made, Prince having the usual easy job. Harrison led for three laps and took Mellen's place to the end of the two and a quarter miles, when Prince overtook him and began rapidly to catch up Mellen's allowance also, but as usual, when he came up with his adversary's rear wheel he held there until the last lap, and on the home stretch the two came down neck and neck, Mellen making a gallant effort to keep the front, but without avail, Prince crossing the line a winner by two fifths of a second. Times: Prince, 3.13½; 6.35; 10.02; 13.24½; 17.01. Mellen, 3.26½; 6.52½; 10.26; 14.02½; 17.41½. Harrison's time for ten miles, 18.26. Judges: Arthur Cunningham, C. L. Frye, J. M. Kean. Timers: E. C. Hodges, J. A. Cobb. Scorers: Louis R. Harrison, J. A. Cobb.

MR. J. S. DEAN of the Boston Bicycle Club retires from the race path from this time forth, by the advice of his physician.

WE understand that Frank Moore made a practice mile one day last week at Beacon Park, Boston, in 2m. 56s.

HAD Frye been in proper training he would undoubtedly have beaten the twenty-mile record, Saturday, at Beacon Park, notwithstanding the high wind and an out-door track.

THE New York *Clipper* raises the question of V. C. Place's amateurship, he having been matched to race fifty miles against the pacing horse Ben Hamilton, 23 August, for an announced stake of \$2,000, — the race, however, not taking place. Mr. Place denies that the match was made with his knowledge and consent, and claims that he refused it when proposed to him.

THE racing programme of the Massachusetts Bicycle Club, announced last spring for the present season, having been interrupted through unsuitable track conditions, will, now that the embarrassments have been removed by the track at Beacon Park having been put in order, be resumed with the following events: On Saturday, 23 September.

at 3.30 P. M., at Beacon Park, one of a series of five-mile straightaway races for the club championship and a silver cup; the second of the one-mile series, to be run in heats, best two in three, for a gold medal; the second of the two-mile series, best two in three heats, for a gold medal. The one-mile medal is now held by R. P. Ahl, and that for the two-mile is held by Mr. A. D. Claflin, who also holds the championship cup. Two race meetings to be held in October will conclude the series.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

"What is the League Doing?"

Editor Bicycling World:—The columns of the WORLD have been haunted of late by critical remarks on the subject of the League and its management. Sometimes they have been marked by a spirit of fairness, but often they have been distrustful and almost abusive in tone. The official organ has witnessed these attacks with amazing serenity, evidently resolved to wait and see how well the League's defences were constructed to withstand such a fire; and its confidence is not misplaced. Undoubtedly the League is safe and able to hold its position; therefore no need of any champion to the rescue.

Few promises have been ventured lately for the future of the only national association in America declaring allegiance to the cause of bicycling. To have to record a perceptible faltering in the ranks of this great body of wheelmen seems particular strange at this time, when everything points to a strong tide of popular favor in behalf of our chosen sport. Sagacious ones do not forget, however, that like enterprises in the old country have prospered only after serious discouragements. The history of English bicycling associations affords no little ground for alarm during the present crisis.

I think that the apathetic condition of League matters, dating from the last Annual Meet, is the natural result of a combination of circumstances. It followed the eventful proceedings of 30 May, as a lull succeeds the tempest, and the quiescent stage was further prolonged by a passive awaiting State election returns. But, perhaps, most of all, the phenomenal dry weather has been ruinous to League enthusiasm, as it has to bicycling in general over the eastern part of the country.

Now that the various clubs are bracing up for the fall campaign, it is time for the mouthpiece of the League to assert its authority, and labor to stimulate its lagging energies to vitality. I believe there is plenty of vitality lying dormant in the organization, only needing an *encouraging* shake to wake it up to action. The

executive department is now well officered, and now claims the co-operation of the subordinate posts. Let the WORLD do its part in urging upon the State boards the importance of bestirring themselves promptly before winter set in. Insist upon a report from every State in the Union for publication in your columns, showing progress made in consular work.

I am aware that Massachusetts is looked to for example, and I will not hesitate to render account of the work laid out for this season. The State is being closely canvassed by its representatives for a proper selection of consuls. By the last of next week it is hoped that a large portion of the appointments will be made. Every consul is to be provided with League route slips, and he will be required to furnish accurate information to the chief consul as to the roads and hotels in his neighborhood. After a time it is purposed to embody these reports into map form, each map to represent a small fragment of the State, and upon a sufficiently large scale to indicate the various characteristics of each road. Such charts are now easily reproduced from pen drawings by photo-electro processes. An important duty of consuls will be the locating of guide-boards at advantageous points, and also of influencing resident wheelmen to contribute these signs.

Besides the routine of supervising consuls, assigning League hotels, and laboring to regulate railroad transportation charges, the board of officers have in hand the subject of State meets, races, and excursions under League auspices. A two-days' run over some of the finest routes in the State will offer an attraction to League members next month.

Now that old Massachusetts is marching to the front, let the other States fall in and unite in making a respectable showing. I have no doubt that such items of intelligence will be read with interest.

FRED. S. PRATT,

Massachusetts Chief Consul L. A. W.

The League.

"MILFORD? Milford? It seems to me I have heard of that town before," says a gentleman to a citizen of that place, who was extolling it. So one might say of the L. A. W.; but if asked what it really is, and what it has done, he would have to be blessed with a powerful imagination to give an intelligent answer. I am not a member of the L. A. W., and so I can look at and discuss the matter in a sort of a disinterested way. Lest some reader may say I am disgruntled, I will remark I am not, for the simple reason that after being a member for two years, I failed to see the least benefit that I or my club derived from it, and hence I have nothing to be disgruntled about. It is claimed that membership in the L. A. W. will entitle one to consideration and attention from wheelmen all over the country. Were I a League member and happened to be in San Francisco, I should as soon think of saying to a

wheelman there, "I am a citizen of the United States," as to say "I am a member of the L. A. W." Should a man say he was a member of any of a dozen clubs in New England that I can mention, it would entitle him to more consideration. For instance, I know of a case where twenty members of the L. A. W. protested against the admission of a candidate, but it was counted of no consequence. There are many persons to-day who are members of the L. A. W., who are scarcely recognized by the majority of wheelmen in their own towns, and who have been black-balled by their local clubs. The only qualification for membership is a negative one, and is simply that the candidate shall not be objected to; and I ween it would not make much difference if he was. One of the peculiarities of the above fact is that any attempt to explain it away only makes it the more obvious. This must naturally be the fault of organizations of a national character, where local preferences have no weight with the great head centre. Of course I do not mean to intimate that the L. A. W. is not a highly respectable organization, for we all know that it is. What I do say, however, is that membership in the L. A. W. is of itself no certificate of respectability. Can any one dispute for a moment the fact that the two hundred riders assembled at Worcester last week would average up better than the same number of men who were simply members of the L. A. W.? Ergo, what club wheelmen need more than anything (except perhaps rain) is leagues of clubs and not leagues of wheelmen; say from five to six leagues, one made up of the New England States, and the rest from other parts of the country. These smaller leagues could get down to business and amount to something: issue maps, guides, make wheel matters boom, and give club wheeling the character it will need for the next few years. Do not feel hurt, unattached wheelmen, at this article, but form yourselves into clubs and join these leagues, which, sooner or later, are coming. Perhaps a grand parade of these six leagues once in three years or so would not overshadow any L. A. W. meet of the past or future; I think it would. So long.

ÆOLUS.

Small Clubs.

Editor Bicycling World:—Several cities can indorse your correspondent "Fad" in this matter. Baltimore had a club last year, the chief object of which was to buy machines from the local agent. One man tried to run it to suit himself, and at a club meeting he black-balled a proposed member whom he feared might get too popular and interfere with his business. The result was that the club expired quietly, and was never heard of again. The same element is too evident in our present club, and the members fully appreciate "Fad's" idea that there must be stronger ties than the mere ownership of a "bike"

to make a club. The club being "owned" as it were by an agent, and run to suit his interests in selling machines, keeps it aloof from others, and renders the clubs jealous of each other. We can offer this advice to all clubs: "Never allow a bicycle agent to hold any office in your club, or to manage its finances." We have between thirty and forty members now, but the club is not what it should be, and we often half envy our little rival, with its ten members, no dues, no expenses, no club-rooms, no badge, and the only qualification being that members must attend every drill and practice run, and that their social standing be such that no member would be ashamed to take them to see his best girl. There is some satisfaction in the feeling that you can walk down street with the men you have been out riding with, but few of the general run of club members can do it. It makes things run more smoothly. If the club hire a hall ten miles from town, in some suburb, and give a dance, they can all go, they can all introduce their lady friends to each other, and feel that they are among congenial company. If the average bicycle club were to give a dance, how many members would care to have their lady friends meet all the other members as *their* friends? The neglect of this element leads to much trouble. If you think a club mate socially beneath you, you don't care to have him call at your house and ask you to go for a ride, and if you snub him he hates you, and there is dissension at once. By all means, smaller and more select clubs. M. B. C.

BALTIMORE, 26 August, 1882.

Inventive Progress.

Editor Cycling World:—Boat racing was first practised in heavy, serviceable boats, which would not compare favorably with the elegant Whitehalls of to-day. Step by step, wooden, then iron outriggers were introduced, and the boats were built narrower. Spoon oars next came. A single scull weighing fifty or sixty pounds was thought to be a light boat. In course of time the weight was reduced to thirty pounds, the width to eleven inches, and the length increased to thirty feet. The following improvements are American: The sliding seat, with a mot on of about eight inches, was invented by Walter Brown. His patent, a good one too, has not yet expired, and still no royalties have ever been collected. Though this short length of slide became common in England, the long slide as well as the swinging pin were accepted by English oarsmen only after Hanlan's victories in that country. The windsail or windgauge and leg-o'-mutton bladed oars are productions of American genius. The weight has been reduced to twenty-two pounds by American builders, and paper has been successfully used as a material for planking shells.

Excepting accessories and parts of the bicycle not under the control of the monopoly, can we show that our copies in the bicycle line equal the English patterns?

G. M. F.

The Champion City Club.

Editor Cycling World:—I notice in the last issue of the WORLD an article from "Falstaff" concerning the Champion City Club, at which I am not a little surprised. He says "The sensation of the week has been the very bad manner in which that *highly moral and righteous* club, the Champion City of Springfield, have acted since the Columbus meet; . . . that they have about decided to withdraw from the L. O. W.; . . . that the general feeling in regard to the Champion City's action is quite severe," etc.

It would be interesting to us to know what action he has reference to, and how he obtained his information. True, a little item appeared in one of our local papers some time since, intimating dissatisfaction on our part; but such statement was without any authority from our club, and does not in the least express our views. "Falstaff" should know fully whereof he speaks before crediting us with some action which has never occurred, and certainly has a tendency to create a feeling toward us among wheelmen which we very much regret. We refuse to father any such sentiment, and wish to cast our verdict with the many that have gone up from all parts of the State that the late meet was a very pleasant and successful one, and largely because of the earnest efforts of our friends, the Buckeyes of Columbus.

B.

SPRINGFIELD, OHIO, 12 September, 1882.

Transportation.

Editor Cycling World:—I should be glad to see the above word adopted as a standing head in your paper; both because the interesting facts which are supplied nearly every week concerning the subject by your various correspondents would be more easily referred to if regularly grouped together in a particular column or page, and also because it would be of great benefit to tourists if you would prefix to this column an "honor list" of the railroad and steamboat lines whose managers have issued formal orders for the carrying of bicycles as baggage, and a "black list" of those lines upon which extortionate charges have been made. Only a little space would be required to keep this information standing in fine type, and the sight of it each week would encourage each touring bicyclist to add his mite to it just as fast as experience afforded him the opportunity. Furthermore, the exhibition of such a statement to railroad managers would help to convince them of the policy of having their roads appear on the creditable side of this weekly announcement to the bicycling public. It is only fair that each road which carries bicycles free should be freely advertised, so that, other things being equal, a tourist may be attracted to the region through which it runs, in preference to a region traversed by a road which will impose upon him whenever he is obliged to seek its assistance for a few miles. So too

in the case of rival lines between two definite competing points: the offer to carry bicycles free is a perfectly legitimate bid for wheelmen's patronage, and ought to be remembered even when no wheel needs transportation.

According to your Cadiz correspondent, the example of the Baltimore and Ohio road has been followed by the Pittsburg, Columbus, Cincinnati and St. Louis Railroad Company (extending through Chicago). If there are any other similarly important lines which have also issued orders favoring the recognition of bicycles as baggage, let their names be known. I note with pleasure, too, the case of the Alleghany Central road, "extending from Olean, N. Y., sixty miles to the south end of the Genesee Valley road."

Doubtless, on a majority of the short railroad lines in this country a tourist can get his wheel carried without paying anything beyond his fare as a passenger, because the baggage-men on such lines are generally a good-natured set of men and their cars are rarely crowded. But there are only a few of these roads which have issued formal orders to their baggage-men to give a civil reception to bicyclers; and these few deserve to be well advertised.

The programme which the Springfield Bicycle Club have been good enough to send me, concerning their annual meet and tournament of 20 September, may serve as a fair pretext for some advice to the managers of other such meetings as to their duty concerning this matter of transportation. The circular in question says that the road from the North "will reduce its rate to two cents per mile and carry wheels free." This is well, but it would have been better to insert in the circular the official notice of the head baggage-man to his subordinates; then, with that formal authority in his pocket-book ready to exhibit, no wheelman could have any trouble. Of the east and west road (Boston and Albany), the circular prints a list of reduced rates for round-trip tickets, and says "regular tariff for wheels," without telling what that tariff is,—a serious omission. Of the two roads from the south the deceptive statement is made: "Discount of twenty-five per cent made from regular rates, in case twenty-five or more tickets are purchased from any one station,"—deceptive, because there is no station from which twenty-five wheelmen are likely to embark. Since nothing whatever is said about wheels, the implication is that a regular or irregular tariff will be exacted against them.

Now, I insist that the managers of all affairs of this sort which are designed to attract bicyclers from a distance (and I ask the special attention of those Philadelphiaans who are organizing a wheel parade for their city's bicentennial show of 28 October) ought to seek from the transportation agents, as the very first of all concessions, an agreement to carry wheels free of charge. If "reduced rates" can be secured in addition to this, well

and good; but this should be secured anyhow. It is a matter of principle. It is a thing to be insisted upon at all hazards.

The railroad rates themselves are generally reasonable enough. I rarely see any reason for grumbling at them. If I want to go to Philadelphia, I am satisfied to pay what other people pay for going there. But I don't like to be swindled; and the thought that a baggage-man who groans and tugs over a hundred-pound trunk as a matter of course, will probably "strike" me for a quarter or half a dollar for sheltering a forty-pound bicycle that causes him no trouble, is a thought which tends to keep me at home. Hence, if I get an invitation to a Philadelphia parade, and with it an official circular addressed to all baggage-men on the line of road I wish to travel by, ordering them to take my bicycle without charge, that tendency of mind is changed. The invitation seems much more attractive than a statement of reduced rates would be.

In the case of a "tournament," railroad managers should be made to see that as it is "the wheels" which draw the crowd, the wheels ought not to be repressed by taxation, — even aside from the fact of their recognition on ordinary occasions as quasi-baggage. And it is because their special exemption from tax at "tournament" seasons will tend to their more general recognition as baggage on ordinary occasions, that I urge committee-men to do their full duty in this matter, reduced rates or no reduced rates.

There seems to me nothing unreasonable in a railroad making definite charges for transportation for a long distance, say one hundred miles or more; but for anything less than twenty-five miles, I think no charge ought to be made. It is the petty swindle — the command to pay as much for your wheel as your own fare costs — that makes a man angry. But if any railroads are willing to take a wheel as baggage for several hundred miles (*e. g.*, the Baltimore and Ohio), I say it is a creditable bid for bicyclers' patronage; and I hope the BICYCLING WORLD will see the propriety of advertising such liberal policy just as widely as possible.

KOL KRON.

WASHINGTON SQUARE, N. Y., 1 September, 1882.

Ixionics.

THINK of the magnitude and strength of our noble pa time if machines cost us \$80 instead of \$150 from the start!

OUR wheels receive much harder usage than in England, and so wear out faster; hence it would be safe to say that it costs a man twice as much to be a 'cyclist in America as in Europe.

A HARVARD man who was riding behind a Light Yale man on a country trip, the other day, informed him that his rear wheel sprung out eight inches in crossing a badly washed gully. On examination the wheel was found to be in its proper place. Query: Is not a

highly tempered steel backbone of some considerable elasticity better for rough roading than a perfectly rigid one, to lessen both the vibration and the strain on the head?

THE favorite tricycle seat for our fair riders in Jersey is the L. and B. pan seat. Will "London W." kindly say what pattern of skirt he would use — beg his pardon, would *have* used for the saddle?

"SMITH" (now you know) has about concluded to try a Coventry Convertible. Jones says it is n't consistent with the hymeneal vow, "till death do us part," and besides the "blarsted thing" has too much tendency to double up and squeeze one's (twos) knuckles in a very unloving fashion.

BY the way, none of the National Association prizes for the June championships have been distributed yet. Winners of the "record" console themselves with the reflection that "procrastination is the thief of time." Trust their amicable arrangements with the League have not infused into their veins the essence of do-nothingism that so sadly infects the latter organization.

ALSO that our unfortunate flyers who have been banging themselves up on the road had a better excuse than coat-tails.

I HEARD a remark at the Manhattan Athletic Club fifty-mile race the other day that contained a wholesome truth for our would-be prize winners. A couple of young Murray-hillers were watching the riders about the time Smith got into trouble, and left the winner in considerable doubt.

First gilded youth — "Who's going to win this race now?"

Second ditto — "Why, that rustic from Oshkosh, every time, you bet."

First g. y. — "But, demmit, look at his form —"

Second ditto (interrupting) — "Oh, hang his form; he's got nine hours of sleep every night steady, to back him up."

THE result of the race fully upheld this youth's judgment. Mr. Place's mount was a H. F. H. full roadster fully two sizes too small for him, and fitted with that Yankee abomination, the Burleigh saddle. He ate peaches and drank ginger ale *ad lib. en route*, but won hands down notwithstanding these indiscretions. The time was slow for such a perfect track and day, — some eighteen minutes behind the record. However, as everybody trailed Smith until he stopped, and no contestant knew himself to be a fifty-mile man, the result was satisfactory.

"SHADOW" HAMILTON on his 60 inch Yale made as pretty a picture as has ever been my lot to see on the cinder path. The latent power in his slim calves came out when one of the racers, Sandford, I believe, undertook to pass him. His immense wheel fairly leaped forward.

IXION.

Cycling Mems.

"CHIC" calls me to task for my remarks *in re* Pitman. If "Chic" will peruse the paragraph referred to in his "card," he will find that I expressed no opinion that will warrant his statement that I am "prejudiced" against Mr. P. As a matter of fact, my thoughts when I wrote the "mem." referred to were entirely in sympathy with the B. T. C., and my idea of courtesy was that the L. A. W. would be obliged to recognize Mr. Pitman's claims to amateurship. If I had been prejudiced against Mr. Pitman, I should have objected to his admission to the B. T. C., as I knew his application for membership was to be sent to England. Mr. Pitman will inform "Chic" that I gave him advice a few months ago which will secure his recognition as an amateur, if he follows it. I have always had kindly feelings toward Mr. Pitman ever since the spring of 1878, when he held for me the first bicycle I ever straddled. "Chic," I trust, will acknowledge that he has been a "little too previous" in this matter, and did not read carefully enough the "Cycling Mems." of "London W."

"GEESSEE" has, I think, the best of the argument in the matter of the rejected votes, as I fail to see how the vote of the secretary of the Worcester Club could be counted, and not the votes of the Marblehead Club. Both are on a par, as both signed their names.

WHAT 'cyclist has not been troubled with the discomforts of clothing wet with perspiration after a hard run, when the cold, clammy garments suggest chills and colds, with their attendant evils? To avoid these annoyances, the costume should be made of serge or flannel, with waistbands and pockets of thin flannel. A suit constructed in this way, and worn with woolen underclothing, will be found comfortable and healthy. Linen or cotton is an abomination, and as such should be discarded by all engaging in athletic exercises. The jacket should fit snugly, as indeed should all the clothing of the 'cyclist; as even if the underclothing is damp, the danger of catching cold is not so great, because the spaces left by loose-fitting garments allow them to grow cold. The tricyclist can easily carry a woollen jersey to put on during stops, or in the evening when the air is cooler. When touring, the clothing should be thoroughly dried and warmed each night, in order that they may be fit for wearing in the morning. Avoid all cheap clothing, as it is poor economy in the end; and a 'cyclist in cheap and ill-fitting garments is a sight well calculated to draw tears from a stone.

THERE is considerable complaint made of the Coventry Convertible, — not enough attention paid to the details of construction; faults the makers of the Coventry Convertible are not alone guilty of, I fancy. The tires on the steering wheels of trikes are constantly coming off, being a source of great annoyance. Hancock's tire, I should think, would obviate this

difficulty, as the corrugated surface allows the cement a better chance to "grip." The most satisfactory method of securing the tire is to have it vulcanized on the felloe. The only objection to the latter method is that in case a spoke is broken or other repairs needed requiring removal of the tire, the expense and difficulty is much increased, the removal of the tire necessitating its destruction.

IN conversation the other day with a visiting bicyclist, I asked him if he belonged to any club. His reply that "No, he was an amateur" was highly suggestive of ignorance of its subject, at least. But this gentleman is not the only one who has not the faintest conception of what constitutes a professional, as a well-known dealer announced to my astonishment that Mr. Place could not be a "pro," because he had ridden only ten months, — his idea being that it was necessary to have trained and engaged in the sport for a considerable length of time in order to be a professional. It is a question in my mind whether in such cases as these ignorance is all it is cracked up to be. I like bliss as much as any one, but when it approaches stupidity I had rather be excused.

LONDON W.

Construction of Machines.

Editor Bicycling World: — Much has been said on this head; but as progression is the word, we must not remain satisfied with our attained knowledge. All mechanically inclined bicyclists begin to undertake "improvements," as they call them, from the word go. I have seen one of the smartest and most accomplished (mechanically) scientific men in government employ, whose name is well known by all, commence to make improvements, as he called them, on the bicycle at the time of learning; and by no argument could he be persuaded that they were entirely uncalled-for, until experience had opened his eyes and taught him bicycle common-sense.

Bicycles are entirely unlike any other class of machinery, and no matter how good a mechanic a person may be, he cannot possibly understand the art and process of manufacturing a machine without having practical experience to open the way. For example, every machinist on seeing a bicycle thinks he can produce one to equal anything ever built; but we hardly need say that a "home-made" can be selected by its general appearance every time, and that none ever equalled a Harvard or much more a Yale, however minute they were in their plans. A perfect bicycle is rarer than truth, and will probably continue to be so as long as our riders will part with their ducats for anything less.

In this country we have no machine now manufactured which may be called perfect, or nearly so; no reason may be assigned for this which should satisfy the bicycling men of America. The monopoly restrict our manufacturers practically

from going into the manufacture of bicycles, and consequently England still leads the van with her grand array of perfect machines. Were our manufacturers permitted to compete for the market in this country, how quickly would we have the result in perfection of American-made bicycles! There is not a backbone made in America which will compare with the backbones put in fair makes of English machines. They are made by different process, and there is no plant in America which will make a seamless drawn steel backbone of fifteen or sixteen gauge equal to those used by Bayliss, Thomas & Co., Singer & Co., the Surrey Machine Company, and all other first-class makers in England, and simply because it is claimed that it will cost \$25,000 or \$30,000 to put in the proper plant; and the backbones cannot be produced without, so our manufacturers are obliged to use a stock which, although the nearest approach to it, is totally unlike the proper article; and to avoid accident, replacement, etc., they are made of extraordinary thickness and weight, thus handicapping the rider on the start with a dead drag on his back, which will be a veritable "old man of the sea" to him.

This is a fair sample of the style in which business is done here; the object is not to perfect the bicycle, but to make the most money possible while the market is in the hands of the monopoly. I often think of the argument advanced, and correctly too, in regard to the difference between the old bone-shaker and the bicycle, — that they are *totally different machines*, and should not be confounded: the effect of one, injury; the other, an increase of health. If there is such a radical difference, why should an old patent applied to a velocipede, and intended to be used for such purpose, be unearthed eventually after the complete failure and downfall of the old bone-shaker, and applied to a totally different machine, thus hindering the development of a great industry which promises to benefit the health and pockets of the great American public? Why? I say; and I call on every bicyclist in America to take the question to himself and answer it by seeking an escape from the dilemma, the way of which is plain.

Let us have a free market here, and our monopolists will be forced to place themselves on a reasonable basis; otherwise their profits will be reduced in the same way as would those of any firm which attempted to force an article of unpopular pattern at the same price, simply because it could be manufactured more cheaply than the styles called for.

There is no reason why our American bicycles cannot be made to compete successfully with English, taking into consideration our facilities and mechanical skill and invention; but the fact stands apparent that we are left, and only because one firm has bluffed the public into the idea that they have the sole right to control the bicycle business of America. The Pope Manufacturing

Company may say, "We have built up the bicycle trade of America," etc.; but I venture to assert that the fact that 300,000 bicycles are now in use in England alone, which have come into use spontaneously within twelve years, is sufficient to argue the success of the bicycle as its own apostle in America.

There are estimated to be 12,000 machines in America. Presuming that the Pope Manufacturing Company had built no machines, and merely received royalties, this would give them \$120,000 clear for their slight investment; and I know they have built some thousands of new ones on which their profits could not be less than \$30 each, say: —

8,000 machines at \$30 each,	\$240,000
4,000 " " 10 each,	40,000
	<u>\$280,000</u>

I draw it mildly, and only undertake to show our friends what they are subscribing to the support of those who claim to be "advancing the interests of bicycling," etc. Few persons but would be willing to advance the interests of anything at that rate.

Now, gentlemen, the remedy is before you: let us endeavor to remit the duty on bicycles, and this can only be done by most strenuous efforts. "*E pluribus Unum.*"

MECH.

The L. N. H. W.

IN response to a call by Chief Consul C. A. Hazlett, a meet of New Hampshire wheelmen was held Sunday and Monday of this week, at Portsmouth. On Sunday, the Rockingham Club of Portsmouth and visiting wheelmen, in all about twenty-seven, made a pleasant run along the New Hampshire shore, visiting many places of interest. On Monday forenoon a parade of the wheelmen through the principal streets of Portsmouth was taken. At noon there were two scrub races on marine bicycles, the first being participated in by President Philbrick and Capt. Hazlett of the Rockingham Club, and the second by Capt. Gilman and Secretary Gilman of the Nashuas, both with about even results. In the afternoon the home club gave a complimentary dinner at the Rockingham House, at which were present, as special guests, his Honor Mayor Treat of Portsmouth, and W. E. Gilman of the BICYCLING WORLD. After the usual post-prandial speeches, Chief Consul Hazlett called the assembly to order, a State League of American Wheelmen was temporarily organized as follows: Secretary and Treasurer, C. H. Wilkins of Manchester; committee to prepare a constitution and rules, C. A. Hazlett of Portsmouth, E. M. Gilman of Nashua, and the secretary. It was voted that the BICYCLING WORLD be the official organ of the State League, which is to be styled "the League of New Hampshire Wheelmen," and will admit to membership only such wheelmen of the State as are members of the National League. This is the first State League to organize under the national L. A. W.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HANDBOOK," containing list of members, directors, consuls, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

CLEVELAND BI. CLUB.—Additional: W. H. Wetmore, Cuyahoga Falls, Ohio.

DETROIT BI. CLUB.—Additional: W. C. James, 170 Clinton street, Detroit, Mich.

ZANESVILLE BI. CLUB.—Additional: David Kapper, Zanesville, Ohio.

BOSTON RAMBLERS.—Additional: A. W. Fisher, 55 Bedford street; F. E. Bryant, 55 Bedford street, — both of Boston, Mass.

CINCINNATI WANDERERS.—Additional: Edward Landy, corner 4th and Plum streets; C. L. Harrison, Grandin road, E. Walnut Hills; George Burroughs, Woodburn avenue, E. Walnut Hills, — all of Cincinnati, Ohio.

PIONEER BI. CLUB.—Additional: Naboth E. Lindquist, Menekauue; Benj. C. Hoag, Marinette, — both of Marinette County, Wis.

MASSILLON BI. CLUB.—C. M. Russell, Frank A. Brown, Frank E. Williams, H. B. Coleman, A. H. Coleman, Jas. R. Donn, Edwin L. Arnold, J. J. Pitts, Wm. K. Warwick, and H. C. Brown, — all of Massillon, Ohio.

UNATTACHED.—Frederick McOwen, 905 Holly street, West Philadelphia, Pa.; Frank Lamkin, 18 East Main street, Norwalk, Ohio; L. M. Early, Ripley, Ohio; W. B. Evans, Ripley, Ohio; Clarence March, 390 State street, Chicago, Ill.; W. A. Hurlbutt, Stamford Conn.; William Wardrop, care Ernest R. Shipton, Salisbury, England.

TRICYCLING

The Victor Tricycle.

A WASHINGTON correspondent writes us under date of 13 September: "We were visited this week by Mr. A. H. Overman of Hartford, Conn., the maker of the Victor tricycle. He had a sample machine with him, which was considered by all who saw it here to be a step ahead of anything of the kind they had seen; the finish was very fine, and fully as good as the best English make. The following is a description of it: Double-driving, front steerer (front wheel almost in front of the right-hand wheel, which leaves an

open front). Driving wheels 50-inch, driving gear similar to the American Star; double-tire brake operated by a handle somewhat like the Rob Roy brake; adjustable celluloid handles; a very easy cradle spring upon which is fitted is a saddle, parallel bearings to large wheels, and cones or balls to small wheel, to be coated with Harrington's enamel; it runs very easily. Mr. Overman expects to have them ready for the market early in the spring; and prospects are bright, for quite a good many are coming to Washington."

Victa Harvard.

MR. WESTON, after an examination of the various makes of tricycles, has decided to bring to this country the Victa Excelsior, or as it will be known here, the Victa Harvard. It is the latest introduction of Bayliss, Thomas & Co., and is made in the usual workmanlike manner of that firm. The following description or specifications will explain fully its construction: Two 46-inch and one 18-inch wheel; driving wheels, 46-inch running level; $\frac{7}{8}$ and $\frac{13}{16}$ red rubbers; crescent rims; sixty and twenty-four No. 11 butted direct spokes; bell-metal links; ball bearings to all wheels; Stanley rudder head; rack and pinion steering; spade handle; pear-shaped purchase handle; double-cranked pedal shaft, running in ball bearings; rubber pedals on plain bearings; Excelsior driving wheel and Stanley's patent double driving gear; lever strap brake; adjustable seat rod; adjustable elliptical spring saddle; foot rests on frame; weight, ninety-five pounds; width, thirty-six inches. The frame is a weldless steel loop, the sides of which run up and forwards to hold the handles. The machine is a double-driving front steerer, and we can see no reason why it should not become a popular machine, constructed as it is on an improved plan, and after several years' experience.

JOHN M. FAIRFIELD of Chicago has just returned from an extensive tour in England, and brings with him two sample tricycles, a National and Premier, which are being sampled by Chicago wheelmen. Ex-Capt. Blinn has been converted from a bicyclist to a tricyclist, believing the tricycle more practical for general use. Mr. Fairfield has ordered a dozen tricycles of the former make, and thinks that for general use they are superior to the two-wheeler. Mr. Fairfield made a journey of over two hundred miles on a Premier tricycle in England, in company with Mr. Cooper who rode a bicycle, and manifests a decided preference for the three-wheeled vehicle for road use, as he could go about as fast, mount steeper hills, at the end of the day's journey would not feel so tired, and on the next day would be more free from the effects of the previous day's trip.

THE POPE Manufacturing Company will bring out a tricycle next season. It will be constructed on the general plan of the "National," manufactured by the

Birmingham Small Arms Company, but with some modifications, and will be fitted with differential driving gear, ball bearings all round, and will be double driving. The price will be a trifle less than an imported machine will cost the purchaser.

ON 22 August, Mr. John Hawkins, Jr., and wife rode a sociable tricycle 113 miles to London within 21½ hours, their actual riding time being 14½ hours. On the 24th they left London and reached Walsall, their destination, in 23¼ hours, the distance being 120 miles, and their riding time being 16½ hours. The roads were heavy and they had to encounter a strong side wind, besides several severe showers during the night riding.

COMPLETE detailed reports of Mr. Alfred Nixon's now famous tricycle ride from John o' Groat's to Land's End show that he actually rode one thousand and seven miles within thirteen days, twenty-three hours, and fifty-five minutes.

CURRENTE CALAMO

L. A. W. PRESIDENT MILLER's little daughter rides a tricycle.

CHIEF CONSUL HAZLETT and the New Hampshire wheelmen have made a good start.

CAPT. C. H. IMHOFF of the Lincoln (Neb.) Bicycle Club has been visiting in Boston during the past week.

The wheelmen at Beacon Park last Saturday were glad to see League champion Lewis T. Frye on the race track once more.

THE Boston Ramblers rode to Canton yesterday afternoon, stopped at Cobb's for lunch, and came back by the light (?) of the new moon.

FRANK MOORE, the young English amateur one-mile and twenty-five-mile champion, will return to England the latter part of this month.

ONE of our expert bicycling clergymen, the Rev. S. H. Day of South Abington, recently rode from that town to Boston, and return, the same day, a distance of nearly fifty miles.

CAPT. FRANK ESCOTT and Secretary W. C. Marvin, of the Grand Rapids (Mich.) Bicycle Club, have been on a wheeling tour through Michigan, Canada, and New York State this summer.

In connection with some sports at Park Garden, Providence, last Saturday, was a two-mile bicycle race for three prizes (two cups and a medal), the winners being J. M. Magoon, F. Binford, F. G. Pope.

THE hundred-mile race between Prince and Morgan is to be run at the opening of the Casino in Boston in November. The championship point has been dropped and Morgan will receive a mile handicap. The stakes will be \$500 a side.

H. C. WITMER, editor of *Latest News*,

Juda, Wis., and R. D. Evans of Monroe, Wis., have been wheeling from Juda to Springfield, Ill., a distance of two hundred miles. They averaged about forty-five miles travel daily, and give interesting accounts of the trip.

WILL ROSE, wheeling towards the Pacific slope, writes us latest from Rock Island, Ill., and is probably well on toward St Joseph by this time. Bad roads have been a great drawback thus far, and it is hardly probable they will improve farther west.

WE were in error recently in stating that League consular appointments of last year held over until new appointments were made. The term expired 30 May. The chief consul will make appointments on the recommendation of the State representatives.

FIVE Columbus (O.) wheelmen recently attempted a day's run of one hundred miles, but a high wind and bad road conditions caused them to shorten it to seventy-five miles, a most creditable performance. Another wheelman of that city recently made an eighty-mile run in one day.

MR. A. H. GARDNER of Milford, Mass., while riding down-hill one day last week with another young man on the step of his bicycle, fell, breaking his left arm at the elbow. Only a short time ago he had a fall, landing in such a way as to run the tip of an oil can clear through the fleshy part of his hand.

CAPT. F. W. KNAPP of the Rutland Bicycle Club writes from his city that he recently wheeled to Clarendon Springs to visit President Hawley and Mr. Bates, of the Capital Bicycle Club of Washington, and afterwards, with them, made a run to Castleton, and thence returned to Rutland, a round trip of thirty miles.

CHARLES SPANGLER, captain; B. Lindemuth, Victor M. Haldeman, Clayton Musser, John Libhart, Benton Hipple, and J. Witmer, of the Marietta (Pa.) Club, and Lemuel Mills, Frederick Achery, C. B. Longenecker, and W. F. Gorrecht of the Lancaster (Pa.) Club made a run to York to dinner, and return, recently, having a most enjoyable time.

THE eight crack riders of the Rochester Bicycle Club, who, under the leadership of Dr. A. G. Coleman of Canandaigua, are on their way to Topeka, Kan., stopped over in Chicago a day, and enjoyed the hospitality of the Chicago Club. In the evening they gave an exhibition of fancy riding on the smooth tiles in the rotunda of the Grand Pacific Hotel.

THE Philadelphia wheelmen are making arrangements on a grand scale for their great meet and races in connection with the bicentennial celebration. We have received several communications from different correspondents concerning it, which we have not space to publish in full. The committee comprised the best known and most energetic members of the several clubs of the Quaker City.

As we go to press, neither the "Indispensables" nor "Cortis on Training" have come to us. The English publishers seem to have no appreciation of the word "hurry," and the delay is as un-called for as it is provoking. The books are in the custom-house, but as no invoice was sent they cannot be taken out. We hope to get them out in a few days, and have no doubt but that we shall be able to ship them this week.

LACK of space last week obliged us to omit mention of the fancy riding and club drill exhibitions of the Buffalo Bicycle Club tournament, all of which was excellent. The participants were C. H. Hepinstall of St. Thomas, Ont., Perry Doolittle of Aylmer, Ont., W. J. Curtis, Smith, and R. A. Punnett of Rochester, N. Y., and the Rochester eight. Their performances were enthusiastically applauded. There were sixty-four riders in the street parade.

OUR esteemed contemporary, the *Wheel*, announces that on and after 4 October it will be published weekly, with its former well-known and enthusiastic editor, Fred. Jenkins, once more publicly at the front, and Chas. E. Pratt as editorial contributor. We believe that with its more frequent appearance it will accomplish still more for the advancement of American wheeling than before, and cordially wish it success as indicating the rapidly growing interest in our pastime.

THROUGH the efforts of the Bicycle Union, a good legal point has been secured for cyclists during the past month; the driver and guard of the Brighton coach, prosecuted for obstructing the highway and assaulting bicyclers, having been convicted and fined. The fines were small, but they suffice to establish the status and right of way of wheelmen on the public road. Since the act for which he was convicted occurred, the same coach was overturned by the horses shying at a tricycle, and the same driver got a broken arm; and this may have had something to do with the court's leniency.

THE Washington bicyclers, Messrs. Allen, Hansmann, and Seely have returned from their three-weeks' tour in the Shenandoah Valley. After visiting Luray Cave and the Natural Bridge, they rode home through Staunton, Winchester, Martinsburg, Hagerstown, Frederick, and Ellicott City. The number of miles ridden was four hundred and fifty. The longest run on any one day was fifty miles exactly, and the fastest riding was ten consecutive miles in fifty minutes, and the distance of twenty-two miles between Winchester and Martinsburg was run in two and a quarter hours. The outfit of the party was very complete, and the photographing apparatus was used on many occasions. The bicycles returned in good condition, and the riders are greatly benefited by their trip.

THAT excellent little pocket English monthly magazine, *Cyclos*, in addition to

its regular road maps, always contains much that is useful and instructive to wheelmen. The issue for September slightly turns its attention to American matters, and speaking of the BICYCLING WORLD's action in regard to the reduction of imports on foreign wheels, it suggests that English manufacturers ought to assist the movement with capital and by every other means; and after comparing the home cost of an English machine with the high price demanded for it when it reaches our shores, adds: "And it would not be at all strange if the manufacture of bicycles and tricycles were commenced on a large scale in the United States. It is not too much to look forward, in the no distant future, when the tables will be turned on us and the English markets become flooded with American machines. Coventry, the principal seat of manufacture, has lost the watch trade; let it be careful not to lose the bicycle and tricycle trade, which promises to become far greater than ever the watch trade was. What manufacturers should do would be to form themselves into a union, and by a united effort overthrow the stumbling-block to the progress of our sport in America, and likewise to the sale of their machines. Many persons in America, if it were not for the enormous cost, would indulge in the luxury of either a bicycle or a tricycle. We have this fact stated several times, and on the very best authority; but where the public can afford and are willing to pay £20, they do not care to risk nearly £40 on what really, after all, is only an experiment. We have had our say, and trust that we shall be the means of drawing the attention of English manufacturers to the importance of the subject, and that they will be 'up and doing.'"

To My Wheel.

O GLEAMING mesh of steel, to me
Thou art indeed a mystery.

Thy lofty perch I stride, content,
While people gaze in wonderment,
And poets chant in roundelays
Thine airy form and bird-like ways.

How fleetly dost thou bowl along —
All quiet save the merry gong —
Past field and wood and lake and brook,
Through shady dell, by cosy nook.

The bee drones in the waving grass,
Nor stops his humming as we pass;
The daisy nods in modest glee,
The bird sings gayly in the tree, —
All nature smiles in gladness bright,
While on we wing in rapid flight.

Wherever fancy turns we glide, —
Through dusty town, by ocean's side;
With light and joyous feelings rife,
Thou seem'st a very thing of life.

Thy potent charm around me cast
Binds me to thine allurements fast.
Ah, wheel! such is thy magic spell,
Resistance is impossible.

GEESER.

MARBLEHEAD, MASS., 8 August, 1882.

THE THREE MEETS.

NEWPORT. BOSTON. CHICAGO.

Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, \$1.50.

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WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

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ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON**, manufacturer, 77 State street, Chicago, Ill.

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H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

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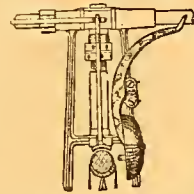
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TRICYCLING JOURNAL. — Weekly. Edited by Charles Cordingley, Hammersmith, London, W. Subscriptions received at this office: One year, \$2.25; six months, \$1.15; three months, 60 cents. *Tricycling Journal and Bicycling World*, \$4.00. **E. C. Hodges & Co.,** 8 Pemberton square, Boston.

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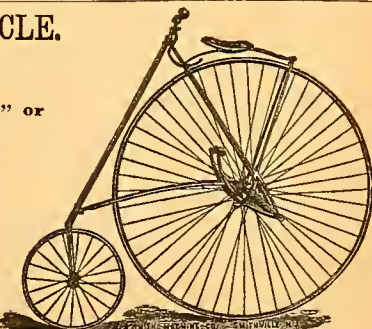
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THE Bicycling World

The Official Organ of the League of American Wheelmen.

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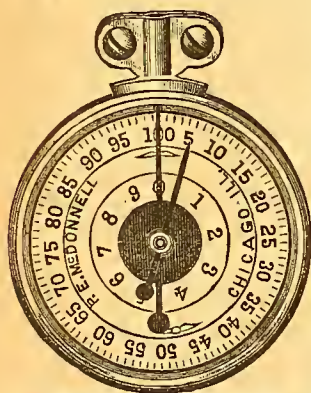
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PHILADELPHIA, PA.,

THURSDAY, 26 October, 1882,

GRAND BICYCLE MEET

In Fairmount Park, at 10 o'clock A. M.

RACES AT 3 O'CLOCK P. M.

SANCTIONED BY THE L. A. W.

PROGRAMME as follows:—

One Mile in heats, open to all amateurs.

Two-Mile Handicap, 200 yards limit. Open to all amateurs.

One-Mile Race for novices, open to all never having won a first prize.

Half-Mile dash, L. A. W. men only.

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Competitive Club Drill in club squads of eight.

Best Fancy Riding (single).

Send entrance fee (\$1.00, returnable to starter) to GEO. D. GIDEON, 2023 Ridge Avenue. Entries close 20 October.

A general invitation is extended to wheelmen to participate in the meet and parade.

H. A. BLAKISTON, Sec.,

3905 Chestnut St.

THERE was a young fellow named Moore,
Who came to America's shore,
To get our gold medals;
He made fly the pedals,
And wiped with our riders the floor.

In a mile-without-hands race a batch
Of bicyclers started from scratch;
A gold medal to catch
Inspired the match,
And the jewel was gobbled by Hatch.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

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E. C. HODGES & Co. PUBLISHERS.

Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 29 SEPTEMBER, 1882.

THE LEAGUE.

As recorded in our last issue, the members of the League of American Wheelmen in New Hampshire have organized a State league for more prompt and efficient local action than can well be exercised by the more bulky and virtually distant national body. This accords with what we have repeatedly urged during the past year as a necessity of our immense territorial area. The League of Ohio Wheelmen was an outcome of this need, but it started on an independent basis in that it did not limit membership to L. A. W. members. Several times previous to the last L. A. W. Meet we called the attention of the body to the advisability of incorporating some pro-

vision for State leagues in the constitution, but the nearest approach to it made in the revision was the clause instituting State chief consuls and representatives. This was intended to meet the requirement, and may do so if the State officers evince a proper amount of energy. The communication from Massachusetts Chief Consul F. S. Pratt, published last week, indicates that a vigorous effort to accomplish something tangible is now being made in this State, and we hopefully anticipate the best results; and we also trust that other States will speedily follow the example of Massachusetts and New Hampshire and organize for local work. Referring to the freedom with which we have admitted to our columns communications commendatory, critical, and animadverting of the League, Consul Pratt says the official organ has witnessed these latter with "amazing serenity." Well, we have; but hardly, however, with the apathy evinced by the League itself during the past twelve months. If we have refrained from commenting in recent issues on these communications, it was not from a lack of interest, but rather because the proper officials have failed to supply us with information concerning the League, either positive or negative. We know no more what the League at large is doing than the most recently admitted member knows. If chief consuls or other State officials are doing anything to further the interests of the League in their respective sections; if they are taking any measures to secure free transportation of passengers' bicycles on the railroads; to lay out routes for the convenience of tourists; to direct riders to good public houses; to locate guide-boards or danger signs, — they are carrying on the work with a degree of modesty more injudicious than commendable. We are earnest and have been enthusiastic in our support of the League, and still firmly believe in its almost unlimited possibilities for the protection and advancement of wheelmen's interests. We confess to a strong feeling that much vigorous work is needed to realize the objects for which the League was established; but two years have elapsed and no system of consuls is found, and no proper means are provided of knowing the names and addresses of the few who have been appointed; we find no hotels named as headquarters; no sign-boards guide the ever-increasing number of its touring

members; railroads are as exorbitant in their charges as if no League with its vast membership was in existence; it has in no way made its influence felt on the outside community as a power to be respected through practical demonstration; neither has "the best legal knowledge" been "at the command of any member whose rights have been threatened," although it has not been without opportunities to fulfil its promises in this respect. These are some of the reasons why the "organ" has so serenely refrained from commenting on the criticisms and complaints of its correspondents, while admitting their communications to its columns. We trusted that those officials who knew best why these things were would themselves come forward and explain. They could not have more keenly and painfully felt the force of these criticisms than we; or they, knowing better than we, would have rallied to the League's defence with the best reasons they could adduce. The BICYCLING WORLD is the "official organ," or as Consul Pratt styles it, the "mouthpiece of the League"; but it cannot speak without inspiration, and inspiration must be imparted by knowledge. If the executive board, or consuls, or representatives are doing anything worthy of record, or have any information of value to wheelmen, they should impart it through our columns; or in the absence of such information, we must continue to bear the growls of malcontents with "serenity," if not with approval. Consul Pratt has begun right, not only in taking steps to make his department a working one, but also in publicly announcing in outline his plans and expectations; and we sincerely trust that similar communications will soon be forthcoming from other chief consuls. Be assured they and the League will have our heartiest support as "official organ." We desire to see the organization become as influential as its promise; as potent as its assumption; as useful as it is expected to be: but these conditions can be reached only by hard and earnest work. The work must, of course, be largely gratuitous, but on this account need not lack earnestness. It matters not who guides the helm, so it be guided well. Meanwhile we shall continue to admit criticism of it and of its official conduct to our columns, and shall ourselves criticise, but with the kindest feelings and with a desire to aid by suggestions

and advice all who show a disposition to work for it, and through it for the interests of the wheelmen.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

MASSACHUSETTS BI. CLUB.

Wednesdays and Saturdays of September and October, at 4 o'clock P. M., regular club runs.
26 September, moonlight run and supper at Woodland Park Hotel, starting from headquarters, at 6 o'clock P. M.

PENNSYLVANIA BI. CLUB.—*Editor Bicycling World:*—We have been working along pretty quietly since the organization of our club, for most of our members believe in taking things coolly and fixing them on a solid basis. Thus it was only a few nights ago that we decided on our uniform, and even this has been left partially open, in that the having of it is not made compulsory before the first of next year, so that any minor amendment can be settled at our annual meeting in November. Our uniform is as follows, and a right handsome one it will be too, especially on our 56 and 58 men: Dark-brown corduroy suit of a fine cord quality; polo cap of same material to match suit, with detachable droop peak; dark-brown stockings; celluloid collar and cuffs; and black shoes. Our club colors are blue and old gold, and our badge is a complete bicycle in miniature, with "Penn'a Club" inserted among the spokes of driving wheel. At present we are hunting up a suitable club-room, and our efforts, I think, will soon be rewarded by success. Our idea is to get a location close on the park limits, in West Philadelphia. Our members at present number fourteen, and we have to enlist others yet, so that "Pensey" will not make a very bad show at our big meet in October. On the above occasion the Pennsylvania Bicycle Club will turn out in white shirts,—of course I do not mean that we will limit our costume to only a shirt, but that will be the distinguishing feature in our dress. Our officers are as follows: President, E. W. Aaron; secretary, A. H. MacOwen; treasurer, W. H. O'Keefe; captain, C. M. Miller; sub-captain, J. L. Roberts. I believe our constitution calls for a bugler, but we have the dire misfortune not to number among us a single "Puffing Billy"; consequently we will be under the necessity of drawing lots for this office, and then, the result being known, the club will have to pay the fortunate man's tuition in the Philadelphia Conservatory of Music. Our average size for wheels is 54-inch.

ARTHUR H. MACOWEN, *Sec.*

RACES

Coming Events.

26, 27, 28 September. Haverhill, Mass., bicycle races in connection with the Essex County fair. W. H. Moody, Lock Box 272.
30 September. New York. Two-mile bicycle handi-

cap, under the auspices of the Manhattan Athletic Club.

5 October. Keytesville, Mo. Bicycle races in connection with the Chariton District Fair, for gold and silver medals. W. E. Hill, president.

7 October. Montreal. Bicycle races in connection with fall games of the Montreal Amateur Athletic Association. Championships of Canada. One-mile and five-mile races. Chairman sports committee, Box 1138. Montreal.

21 October. Stenton, Pa., one-mile and three-mile bicycle races, in connection with Young America Cricket Club games. Percy C. Madina, 201 Walnut Place, Place, Philadelphia.

26 October. Grand wheelmen's meet and races in connection with the Philadelphia bicentennial celebration.

BALTIMORE. — SEPTEMBER. — MARYLAND BI. CLUB. — RACE MEETING.—The first annual races of our club are over. The races were held on the third day of the Baltimore Oriole. The weather opened beautifully, and promised to give us a chance to fill the reserved seats. By 2.30 there were in Newington Park fully 2,000 people, the majority of them ladies. The bright sky and sun, the green field stretching a quarter of a mile in each direction, bounded by a 12-foot track, and in its centre the stacked machines all nickelled and bright as silver, and the grouping of the wheelmen in their handsome uniforms, the immense grand stand, on which were seated the famous beauties of Baltimore, in their variously hued dresses, made it a sight which will be impressed upon many of the 'cyclers present. By the time the races were started, a brisk wind was blowing down the stretch, which made the racers exert their limbs a little to get away; but coming in, they had the advantage of it, which brought them in at a stirring pace. The track, which was of dead rock, was four laps to the mile, and nearly circular. The officials were as follows: Referee, Edward A. Griffith, president of the Maryland Bicycle Club; judges, Leland Howard of the Capital Bicycle Club, Washington, J. D. Iglehart, Baltimore Athletic Club, and Lieut. Harry E. Brown of the Maryland Bicycle Club; timers, L. Stone King, E. H. Bennett, of the Maryland Bicycle Club; clerk of the course, E. F. LeCato, secretary of the Maryland Bicycle Club, assisted by Ernest Price; starter, Albert Trego, captain Maryland Bicycle Club. Previous to the beginning of the races, the Capital Bicycle Club of Washington, — twenty-eight men, officered by Capt. E. H. Fowler, Sub-Capt. John T. Loomis, and Junior Sub-Capt. S. P. Hollingsworth, — mounted upon their bicycles, paraded over the grounds and course. Their splendid appearance and graceful movements elicited great applause, and formed a fitting prelude to the sports. The first race was half-mile heats, open to club members only; first prize, Maryland Bicycle Club badge, value \$25; second prize, nickelled "King of the Road" lamp. The starters in the first heat were Arthur Harrison, J. D. Lord, Jr., and A. B. Bruce. Harrison won in 1m. 44½s. The second heat, between E. F. LeCato and Jere W. Lord, was won by Lord in 1m. 40½s., LeCato's time being 1m. 42½s. The second race was a two-mile dash open to all amateurs; first

prize, medal, value \$25; second prize, medal, value \$12. The starters were J. A. Ulman of Baltimore, J. J. Barrill of New York, A. G. Powell of Philadelphia, V. C. Place of Greenville, Pa., and Arthur Boehm of Baltimore. Barrill led on the first lap, but his saddle slipped after passing the scratch, and he stopped. Place then took the lead and held it to the end, winning in 7m. 5½s., Powell second in 7m. 20½s. The third and final heat of the half-mile race, between Jere W. Lord and Arthur B. Harrison, winner of the first and second heats, was won, after a remarkably close and exciting contest, by Lord in 1m. 39½s., Harrison finishing in 1m. 39½s. The fourth race was a one-mile handicap, open to club members only; first prize, medal, valued at \$35; second prize, nickelled Æolus ball pedals. A. B. Harrison and E. F. LeCato started from the scratch, J. D. Lord fifty and Charles T. Stran one hundred yards start. Stran, who is a fine young rider, maintained his lead to the finish, and won in 3m. 32½s., Harrison second. The fifth race was a three-mile dash, open to all amateurs; first prize, medal valued at \$35; second prize, medal valued at \$18; time heats. The starters were J. J. Barrill, V. C. Place, A. G. Powell, and Rex Smith of Washington. Barrill led in the first lap, but was overhauled in the second turn by Place, who won the race in 10m. 44½s., Powell second in 11m. 21s. The sixth and last race was a five-mile contest for the championship of the Maryland Bicycle Club, the champion's trophy being valued at \$65, souvenir valued at \$15 to the second man. The starters were J. D. Lord, Jr., Arthur B. Harrison, J. Day Flack, and E. F. LeCato. LeCato went out after the first mile, and Lord retired on his seventh round, leaving the race to Harrison and Flack, who finished respectively in 19m. 17s. and 19m. 26s. The time was good, though the race, on account of its length and the presence of only two contestants on the track, was the least interesting of the series. At the conclusion of the contests, Messrs. Rex Smith and V. C. Place gave an exhibition of fancy riding, Mr. Smith performing some very difficult feats.

At the close of the races, the Maryland and Capital Bicycle Clubs formed in line and rode to the club-house, where a lunch was served. I understand from Place he is going to Springfield. I certainly wish him success, for he is a good racer, and a tip-top fellow in every respect. Our club was exactly six months old on the day of our races, and we can congratulate ourselves that they were a success in every respect.

MARY LAND.

SMITHVILLE, N. J., 2 SEPTEMBER.—A one-mile bicycle race in heats was contested at Ridgway Park, 2 September, for a \$20 medal, by E. F. Burns of Smithville, and W. J. Smith of Bristol, England. The first heat was won by Smith

in 3m. 21s., and the second and third heats, and the medal were won by Burns in 3m. 19s. and 3m. 23s., respectively. Smith rode a 54-inch crank machine, weighing but twenty-nine pounds, and Burns rode a 48-inch American Star.

ALBANY, N. Y., 19 SEPTEMBER. — The first annual races of the Albany Club were held at Island Park, 19 September; and despite the strong wind and condition of the track, an enjoyable time was had. Fully five hundred people witnessed the sports. The first event, a half-mile dash in heats, was won by W. W. Cole in 1.34. The second race, one-mile in heats, was captured by Henry Gallien, Jr., in 3.56. The three-mile race was won by J. G. Burch, Jr., in 13.03; F. B. Hubbard second, 13.04½. For the above races handsome gold medals were given. Fancy and trick riding was then given by the members, and the prize, a gold and silver card receiver, was awarded to Mr. Burch. The final event, a five-mile race for club championship, completed the programme, and was won by Capt. A. H. Scattergood in 22.38½. The medal for this race is perfect in workmanship, and design. It consists of a miniature bicycle surrounded by a hammered gold circle, below which are sprays of leaves in colored gold. Above is a diminutive hub lamp set with a diamond, and a monogram composed of the letters "A. B. C.," the whole suspended from a scroll. Capt. Scattergood is to be congratulated for having won such a beautiful prize. The judges were Marion Randolph, Henry Russell, and Chas. Piepenbrink; scorer, E. S. Bettleheim; timer, John Mack. FIFTY-INCH.

SPRINGFIELD, MASS., 20 SEPTEMBER. — THE GRAND BICYCLE TOURNAMENT. — RECORDS AGAIN ALTERED. — THE GREATEST BICYCLE EVENT OF THE SEASON. — The grand bicycle tournament held 20 September in Springfield, under the auspices of the Springfield Bicycle Club, was by far the most notable and successful event of its kind yet occurring in this country. The preparations for it were begun early in the season, and the club was as prompt in announcing the event as it was liberal in its arrangements, circulars and invitations having been freely distributed throughout the country, not only announcing an attractive programme of races, but offering a valuable and varied list of prizes. In addition to this, the tournament was liberally and thoroughly advertised in the bicycling and general sporting press of the country, so that the affair had a national reputation long before its occurrence, and engaged the interested attention of racing wheelmen everywhere; the result of which was the drawing together of many of the fastest riders for competition and from sections quite distant.

During the day preceding many bicyclers arrived, and on the morning of the event the city began to present a most

animated appearance, not only by the presence of the large number of wheelmen but through the interest of the citizens themselves, who thronged the main thoroughfares to witness the arrivals and secure positions for observation; and when at about half past one o'clock the line of parade was formed to proceed to Hampden Park, the sidewalks were densely lined with enthusiastic spectators, and most of the stores were closed, and business was suspended during the afternoon, the people who could all moving to the park. At this place the grand stand and the general stand were speedily filled, and thousands were lining the course or grouped about the grounds, there being within the enclosure when the races commenced between twelve and thirteen thousand spectators. The parade was in two divisions, each preceded by a brass band of about twenty-five pieces, and there were full two hundred wheelmen in line, representing wheelmen and clubs, besides the home club, from Attleboro', New Haven, Conn., New York, Rutland, Vt., Brockton, Boston, Chicopee, Greenfield, Meriden, Conn., Glastonbury, Conn., Pawtucket, R. I., Mt. Vernon, N. Y., West Springfield, Worcester, Natick, Holyoke, Marblehead, Wilbraham, Easthampton, Northampton, Arlington, Glenn's Falls, N. Y., Waltham, Pittsfield, Mittineague, Newton, and other places. There were several tricycles in the procession, among which we noticed a Harvard and a Victor (Overman's); and six American Star bicycles added a novel effect.

The Park track was in fine condition. It is a fine clay road, one mile in circuit, broad, and well sheltered from the wind, although on this occasion there was but little breeze, and the sun was just sufficiently clouded without imparting gloom to the day. As usual, there was a little delay in starting the races, it being considerably past two o'clock. The starters in the mile race were: Will. R. Pitman of New York City; Frank Moore, Birmingham, England; W. A. Norton, Natick; C. W. Clark, Waltham; V. C. Place, Greenville, Pa.; G. M. Hendee, Springfield; J. G. Knowlton, Easthampton; J. W. Wattles, Jr., Boston; L. W. Morse, Attleboro'. The men got off well together, but Hendee slightly leading. At the half-mile Moore took second place and hugged Hendee's heels until on the home stretch, when he spurred to the front with seeming ease: and both men, now well in advance of the others, came home in fine form. Moore passing the wire in 2m. 54½s., Hendee in 2m 55s, and Norton third in 3m. 14s. Moore, Hendee, Norton, Morse, and Clark, only, contested the second heat, which was ridden in about the same order of tactics and results, the winners' times being: Moore, 2m. 57½s.; Hendee, 2m. 57½s.; Norton, 3m. 7½s.

The two-mile race brought to the scratch Moore, Morse, Norton, Place, B. G. Sanford of New York City, H. D. Clark of Mount Carmel, Conn., and H.

J. Hall of New York City. Place took the lead, the rest well bunched; but Moore soon took second place, and before the half-mile was made, they were all strung along the track at various distances, the Englishman rapidly overtaking Place, and before the mile was made he had settled himself comfortably into his usual position just back of the leader's rear wheel. Place's first mile was made in 3m. 2½s. The two leaders were now fair in advance of the others, and widening the gap until they passed under the wire, Moore first, having, after a gallant contest on the part of the Pennsylvanian, passed the latter on the home stretch, Clark a fair third. Time: Moore, 6m. 14s.; Place, 6m. 14½s.; Clark, 6m. 47½s. Morse, Norton, Hall, withdrew from the second heat, and the other four came in in about the same relative order and with the same result, except that Moore led the first mile in 3m. 19½s. Time: Moore, 6m 21½s.; Place, 6m. 23½s.; Clark, 6m. 30½s.

Pitman, Clark of Waltham, A. P. Curtis of Marlboro', J. Q. Hatch of Northboro', Hendee, Knowlton, and Wattles contested the half-mile dash, which was won by Hendee in 1m. 24½s.; Hatch second in 1m. 29½s.; Pitman third in 1m. 31½s. The best American half-mile time on record was that of A. G. Powell of Philadelphia, 19 September, 1881, the time being the same as Hendee's, 1m. 24½s.; but although Mr. Powell's performance is properly certified to and his time no doubt correct, yet inasmuch as it was a scrub and not regularly announced race, with regularly entered competitors, Mr. Hendee's time will have to take precedence as record time.

The half-mile dash for boys was entered for by Atty Hanks, Oscar Gengerbach, Chas. P. Adams, F. H. Walcott, and George Nash of Springfield, and H. Y. Smith of New York City. They made a very pretty race, the winners and times being as follows: Smith first, 1m. 43½s.; Adams second, 1m. 49½s.; Hanks third, 1m. 59s.

No female competitor appearing against Mlle. Louise Armaindo in the five-mile ladies' race, her manager, Mr. T. W. Eck, went on the track against her, Louise allowing him a half-mile start. This handicap she overhauled without much effort, riding in her usual good form and winning in 20m. 55½s., the following being her times by miles: First, 3m. 46½s.; second, 4m. 50½s.; third, 4m. ¾s.; fourth, 4m. 2½s.; fifth, 4m. 15s.

In the five-mile amateur, the following competitors appeared: Moore, Morse, Norton, Place, Sanford, and A. D. Clafin of Newton. In this race the judges insisted on Moore allowing all others thirty seconds' start, although we cannot see by what authority any race, after being announced and entered for as a scratch race, can be changed to a handicap without the consent of all the competitors. However, it made the race more interesting and occasioned the breaking of the five-mile record, an event which would

not else have resulted. Place took the lead soon after the start and made a good gap behind him, the others well bunched. Clafin, however, soon began to draw out of the crowd and took a good second position, and by the time the Englishman was given the word to go the whole were well strung out, with Place increasing his lead as if bent on getting such a start that Moore could not overtake him. Vain expectation, however; for the trained Briton had no sooner got his pedals well at work than he let himself out with a determined action that began rapidly to overhaul those immediately in front, and one after another in quick succession had a chance to study his form and style until before the second mile was completed, Clafin, who was making excellent time also, had but a very short lead, and when the three passed under the wire to begin the fourth mile the order was, — Place, Moore, Clafin, and the rest anywhere in the rear distance. No one now doubted the Englishman's success, and he was cheered and applauded frequently for his speed and pluck. He soon was seen close behind the Pennsylvanian, whose pace he then took for the rest of the race until nearing the home stretch, when he put forth his final magnificent spurt, to which Place gallantly responded, and the two came down the stretch for some distance almost neck and neck, but with Moore perceptibly gaining, and with such a tremendous final effort that he passed under the wire about two seconds ahead of Place, who was nearly a minute and a half ahead of Clafin. The full time from the commencement of the race to Moore's passing the wire was 16m. 17 $\frac{3}{4}$ s., from which deducting the 30 seconds with which he was handicapped, leaves Moore's actual time 15m. 47 $\frac{3}{4}$ s. Place's time was 16m. 19 $\frac{3}{4}$ s., and Clafin's was 17m. 57 $\frac{1}{2}$ s. The American record, held by G. D. Gideon of Philadelphia, and won in the Institute Fair building, Boston, last spring, was 16m. 10 $\frac{1}{2}$ s.

The one-mile race without the use of hands proved remarkably interesting, and was won by J. Q. Hatch, with Geo. M. Hendee and H. W. Tufts of Attleboro' good second and third, respectively. Time: Hatch, 3m. 28 $\frac{3}{4}$ s.; Hendee, 3m. 35 $\frac{1}{2}$ s.; Tufts, 3m. 36 $\frac{1}{2}$ s.

A twenty-mile professional race was both novel and exciting, J. S. Prince matching himself against J. E. Mellen and Thomas Harrison, and allowing them to alternate every five miles while he rode the whole distance. Harrison took the track against him first, Mellen doing the second five miles, then Harrison coming on again, and Mellen running the final five. The throng enthusiastically cheered each alternate as he took the path against the champion; but it was easily seen by those familiar with the men that Prince had the race easily, neither of his competitors being anywhere near his match. The excitement and enthusiasm continued to increase, however, and on the last mile it was perfectly wild and tumultuous, and especially when on turn-

ing into the home stretch, where Prince spurted magnificently past Mellen, and as he came down the course increasing his lead, the roaring applause of the spectators became deafening. He passed under the wire several seconds ahead; but as the figures will show, he was not particularly pushed by his competitors. His five-mile times were as follows: Five miles, 17m. 8s.; ten miles, 33m. 59 $\frac{1}{2}$ s.; fifteen miles, 51m. 18s.; twenty miles, 1h. 8m. 10 $\frac{1}{2}$ s.

The American records broken were the one-mile amateur, made by R. P. Ahl in the Institute building at Boston, 8 April, which was 2m. 58 $\frac{3}{4}$ s.; the two miles of A. D. Clafin at the same place and date, which was 6m. 21 $\frac{1}{2}$ s.; and the five-mile record of G. D. Gideon in the same place, 6 April, which was 16m. 10 $\frac{1}{2}$ s.

The track officials were as follows: Judges, E. F. Tolman of Worcester, C. R. Percival of Boston, and T. S. Rust of Meriden, Conn.; timers, O. W. Whipple, J. S. Dean, and H. C. Norton; scorer, F. H. Johnson of Brockton.

At the Coffey County Fair in Burlington, Kan., last week, a half-mile bicycle race in heats, best two in three, for a silver cup, and the State championship, was won by C. L. Severy of Emporia, in 1m. 37 $\frac{1}{2}$ s. There are to be bicycle races at the Lyon County Fair, also, and the young riders are in training for them.

A HALF-MILE scrub race is reported as taking place at Newton Highlands last Monday, 25 September, and the following times are given, the accuracy of which we have less doubt about than we have of the length of the track: F. M. Williams, 1m. 22s.; R. Richardson, 1m. 25s.; E. S. May, 1m. 27s. The average age of the riders was sixteen years.

BICYCLE races were to take place yesterday at Haverhill, Mass., Troy, N. Y., and Spring Valley, N. Y. The Waverly, N. J., races were postponed from the 22d to the 26th.

14 SEPTEMBER, at the Tonawanda Valley fair, held in Attica, N. Y., there was a bicycle race of one mile for five prizes, value aggregating \$62 50, the first of which was won by F. Westbrook of Brantford, Ontario; time not given.

At Leicester, England, on the Aylestone Grounds, 9 September, F. Wood won a five-mile race over R. Howell, the one-mile professional champion, in the record-breaking time of 14m. 42 $\frac{3}{4}$ s.

PRINCE's next race will be a ten-mile at Attleboro', next Thursday, against Mellen, the latter to have one minute start.

TRICYCLES are doing some fast work lately on the English paths. At Exeter, 2 September, W. H. Cashley won a three-mile handicap from scratch in 12m. 28 $\frac{1}{2}$ s., also a mile handicap in 3m. 31 $\frac{3}{4}$ s., on a Coventry Rotary.

FIFTEEN members of the Chicago Bicycle Club, "Steno" says, were entered

for the Waukegan races Wednesday, the 27th. The track is a half-mile of well-rolled sand and clay. Two prizes were offered for each of three races, five, three, and one mile, and in addition the members and local dealers offered extra prizes for slow and fancy riding and a quarter-mile dash.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

The Philadelphia Meet.

Editor Bicycling World: — It is worthy of notice that but little news has been furnished to the WORLD from the City of Brotherly Love. Yet much has been done here to aid in establishing the rights of wheelmen and popularizing the "Prince of Vehicles." We have had our meets, races, and tilts with turnpike companies, etc., in all of which we have so far been successful. We are now undergoing the agonies endured by the Boston men who had charge of the first annual L. A. W. Meet. We too are preparing for a grand meet during the bicentennial celebration, and we are determined to make it a success. We shall parade in Fairmount Park, and take our visitors through its most picturesque portions, and at the end of the route we shall have a series of races, which will be open to all amateurs, after which a dinner at Belmont. The various railroad companies will reduce their rates, so that an opportunity is thus offered to wheelmen to visit Philadelphia at a light expense, and under circumstances which will render such a visit particularly enjoyable. There will be no more novel feature of the bicentennial celebration than our meet, and the striking example of progress made in vehicles, as presented by the bicycle, will be commented on by the historian when the meet shall have become a part of the history of this grand old commonwealth. H. B. H.

PHILADELPHIA, 22 September, 1882.

Manchester to Portsmouth.

OUR roads, which disappeared in a cloud of dust last July, have been returned to us since the late rains; and encouraged by that fact, the writer wheeled to Portsmouth to attend the New Hampshire meet. The run to Hampton, thirty-six miles, was made in five hours, including all stops, except one forty-five minutes for breakfast. The direct road would be from Exeter to Portsmouth, fourteen miles. I went to Hampton to meet the Rockinghams for dinner. Now the roads: To Lake Massabesic, four miles good, no unridable hills. Through Auburn, one and a half miles of sandy hills, and three and a half of good and bad, the bad feature being frequent short, steep, sandy hills. In Raymond, eight miles of excellent roads,

with no unridable hills, and some good coasts. Through Epping to Exeter, twelve miles, fair to good; a little sandy near East Epping, but quite level. Exeter to Hampton, seven miles, level and good riding. Hampton to Portsmouth, eleven miles, fair and level. A side run was made to the Sea View House, in Rye, seven miles, and return, *via* Little Boar's Head, over fine level roads, giving me a total of sixty miles for the day. SCRIBE.

MANCHESTER, N. H., 18 September, 1882.

Another Sensible Railroad.

Editor Bicycling World:—Taking the hint from your columns, I recently wrote to the general manager of the Grand Trunk Railway of Canada, requesting that the extra baggage rate charged on bicycles be discontinued. I am pleased to say that the suggestion was favorably considered. I have received a letter from the assistant manager stating that hereafter bicycles will be checked free the same as ordinary baggage, except that they must go at owner's risk. As the Grand Trunk has just absorbed the Great Western Railway of Canada, and now operates over 2,000 miles of line, it will be seen that this is an important concession, and should have much influence in procuring the same favor from other leading lines. Bicyclists everywhere should press this question on the railroad magnates, and free carriage would soon be universally accorded.

W. J. McINTOSH,

Captain London Bicycle Club.

LONDON, ONT., 20 September, 1882.

New York Letter.

Editor Bicycling World:—Riding the past week has not been very brisk, and while the club-men are drifting back to town, and you see their familiar faces on every side, they have not as yet commenced their regular fall riding, but come back with minds predisposed to hang around the club-rooms for a few days before venturing forth; and things are rendered worse, too, by the assistance given them in their loitering by the abetting presence of those who have been riding continuously for some time past. The week has been full of wrangle and debate, and the appearance of the *Clipper* article on the 50-mile race has set the storm afresh, and made men's tongues to wag faster than the pedals of a racing 46-inch. The pros and cons have been discussed and rediscussed, but Place has kept quiet until within the last day or two, when out he comes with an explanation, to effect that he was not a party in any way to the proposed race with the horse "Ben Hamilton," as stated in the *Clipper*; that the bet was made by a friend of his, and the forfeit money put up before he was consulted at all; that *then* they came to him, stated what they were doing, asked his concurrence in the little scheme, which he refused instant, as injudicious in the extreme, and hurtful to his standing as a member of the League,

to say nothing of the aspects of the case from a racing view. This is *his* statement of the case in point. He seems to have passed scathless, as far as protests are concerned, through all the Buffalo and Baltimore events, in addition to the 50-mile here, and now he laughs away the *Clipper's* paragraph from Springfield's track. Well, time will tell, and we will see what action will be taken there by the racing men generally, and if what Buffalo notices, but passes over, Baltimore forgets, and New York ignores entirely, will prove an eye-sore at Springfield. He has entered, too, for the Waverly, N. J., races on the 22d inst.; so have a number of New-Yorkers, Thompson, Pitman, Davison, and Sanford; and Springfield's action in the premises will probably find an echo at Waverly. . . . Doc. Beckwith has put 7½-inch cranks on his 100060th-inch machine, and even now his knees strike the air before his very eyes, and he is considering seriously the advisability of running them (the cranks, not the knees) clear down to the tire. All he needs is Fullerton's attachment. And by the way, if we are to believe all Fullerton says (and we have seen people that talk less), the days of Col. Pope's monopoly are numbered. The new attachment is to revolutionize bicycling with every revolution of the wheel. Gone are the good old days when muscle pushed the wheel and wind won the race; the day of science and the cog is near at hand (?). . . . Fred. C. Hand, League consul from Scranton, Pa., arrived here to-day (17th) on his vacation; leaves for Boston to-night, and says he will meet us at Springfield (*née* Philippi). We had his company at the Polo Grounds to-day, where he acted as referee for a scrub mile handicap, which the boys indulged in as a sort of preliminary to the 20th. Oliver, while trying a spurt in same, fell, and Pitman, being close behind, ran over him and was thrown, and both were badly bruised. . . . Speaking of accidents, Mr. Schuyler (of Schuyler & Duane), the veteran wheelman, while taking a spin with some friends, was run into by a drunken driver, resulting in a serious header, which rendered him insensible for quite a while. His friends, however, escaped, and took the damages out of the driver's hide. Mr. Schuyler then had the man arrested, and when brought before the justice was informed by his Honor that as the only sober moments of the culprit were spent in jail, a prosecution would be useless. Fred. Jenkins, I hear, leaves the business shortly, and intends devoting his whole energies to editing the *Wheel*, in which in the past we have seen so many evidences of his ability and fitness. . . . Club runs, of late, have been very scarce, the only one that turns out regularly and in force being the Manhattan. Half the club assembles at 791, and, after a short drill before the earthworks thrown up around the place, starts for the night rendezvous at 72d street. Beautiful, with their glimmering lights, they look, as off they go in single file, Jenkins first, Jenkins

second, Jenkins third, etc., etc.; 72d street is reached, the call is sounded, and forth from the darkness glides Bourne, in company front, and down along the Riverside they roll. The Jenkins half at 791 sprained its wrist the other day,—we are afraid to suggest "header," for Fred is a "power," and his strong breath protects him; and so now the Bourne half travels alone on its own good looks. At least, we surmise so, for sometimes, skirting the wall of the Riverside, we see far down a will-o'-the-wisp of a light above a wheel searching the depths below, like any Valkyria of old, for the wandering ghosts of the famed Manhattan riders lost long ago in headers over the famous wall close by Mount Tom and Charlie Howard's stamping ground, under the dense shadow of the convent's roof, and stretching down to the old stone house renowned in Manhattan archives. Peace to their ashes; but though "*Roi est mort*," still "*Vive le roi*," and our "eagle will still fly to Memphis." CHIC.

NEW YORK, 17 September, 1882.

Poughkeepsie.

Editor Bicycling World:—The riding hereabouts has been so fine for the past few weeks that we have had only time to enjoy it, and none to spare for writing about it. Since my last communication two bicyclers have retired from our ranks, Messrs. Baright and Westervelt. We are sorry to lose them, as they are both good riders and pleasant, genial companions; but their business relations made it impossible for them to spare the time necessary to keep themselves in riding trim, so they reluctantly sold their machines and bid farewell to the sport, for the present at least. . . . Messrs. Schwartz and Emans returned highly pleased with Boston, and the attentions which some of the riders there showed them. Schwartz learned how the Boston men coast: he crosses his feet and leans back, and he tried to make your correspondent here believe that some of the most expert Boston riders were able to not only coast on the level, but also up hills, if they were *not too steep*. Your correspondent tried it, but struck a stone, and his foot (which is not as small as some) struck on the wheel and came near buckling the same. After that he did not try any Boston coasting. Schwartz himself allows that our roads are hardly up to that kind of work yet; still, it's a good thing to know. . . . We have some funny riders in this town. One of them, who has been riding two seasons, called on me a few weeks since and said, "Well, George, I've been taking a good long ride. I made up my mind that I would take one good long one, and see how it would affect me; so I mounted in front of my boarding-house, and rode plump out to Vassar College, and after resting awhile, remounted and rode plump home again. I was pretty tired, and made up my mind that the next time I took a long ride, I would use a long-distance saddle." Now, the distance from his

house to the college is about two miles, over a road as level as a floor, so you can imagine what a *stayer* he must be.... The bicycle race in connection with the fair of the Dutchess County Agricultural Society was run yesterday (29 September). On account of the poor condition of the track, and evident disregard for the comfort and safety of the bicyclers on the part of the officers of the society last year, there was only one entry from Poughkeepsie this season. The entries were as follows: James H. Ostrander of Poughkeepsie, H. Bostwick of Pine Plains, and George Ham of Washington. Bostwick won the first and third heats and the race, Ostrander the second, and Ham withdrew on second heat. The best time was on last heat, which Bostwick made in 3m. 48s. This year the track was in good condition. T. H. Ransom acted as judge,

"For he is a judge, and a good judge too."

This race not having been sanctioned by the L. A. W., or run according to League rules, or anything of the kind, I suppose the gentlemen who participated are "professionals;" [Not a bit of it. They are simply barred out of League races.—EDITOR.] and from what I can hear, I think they are *rather proud of it*. Ostrander was formerly a League member, but I understand his name has been stricken from the roll on account of non-payment of dues. The other two are not members of the League. Ostrander got \$10 for his share. [This makes him professional.—EDITOR.] The winner of the first has his choice of the money or a badge. I have not heard which he decided to take. To illustrate the "eternal ignorance" of the country newspaper man in relation to bicycles, I would state that the Poughkeepsie *Daily News*, in its report of the race, said, "The last heat was the fastest time on record for a mile heat." Your correspondent called the editor's attention to the fact that American riders were doing miles every day inside of three minutes, when he appeared to be thunderstruck, and said he would immediately write an article correcting the statement. Now, he will probably get as far from the truth in this last as in the previous article, so we are quite anxious to hear what next he will get off.... There is considerable interest felt in tricycles hereabouts and your correspondent thinks if either of the agents had enterprise enough to bring one into town, and let the public see what can be done with it, we would have several owned here next season. G. W. H.

POUGHKEEPSIE, N. Y., 21 September, 1882.

Haverhill Notes.

By invitation, members of the Bicycle Clubs of Lawrence and Haverhill were the guests of the Marblehead Bicycle Club the day and night before the L. E. C. W. meet at that place. The "wicked five," in fact several wicked fives, met us at Salem and escorted us to their "Cottage by the Sea" (on the Neck), sat us

down to a chowder "with fixin's," prepared by J. R. Schoff, and told us to enjoy ourselves. We did, most emphatically, and kept on doing so all the afternoon and evening. Come bedtime, the two "old 'uns" (wanting a good night's rest) accepted the very kind invitation of the married man of the club, and enjoyed the sleep of the just under his roof-tree. The rest of the boys slept when "Joey B." would let them,—which was seldom, for he was the Macbeth of the crowd, and most effectually murdered sleep. We all had a royal time; and when the Marblehead boys come our way, why, 'ware snakes!... The League Meet was a success. Three goods made it so: the day, the boys, and the dinner.... What can be got to fill the place of the cradle spring? It is getting itself disliked on account of breakage. Two broke under their riders at the League Meet, for no perceptible reason whatever. One of the riders has had three, and the other two break under them. The dealers, so far, have replaced them; but our trust is gone, and our cry now is for something as comfortable and more trustworthy.... Here is another conundrum. Why don't the makers use a little more care in constructing the McDonnell cyclometer? The writer knows of at least half a dozen that have had to be exchanged on account of some slight fault. Are we to lose faith in that also? Example: 50, 52, and 53 rode from Salem *via* Swampscott, Lynn, Malden, Melrose, and Wakefield to Reading. 52 and 53 registered twenty-three miles and some odd hundredths, neither exactly alike; but poor 50 had only eighteen miles to his credit, and yet up to 750 miles his cyclometer had worked correctly.... Some more: Eight weeks ago 52 sent his money for a perfection hub lamp: result, no lamp or money, and a curious bicyclist.... Still another: Why cannot the manufacturers put more stiffening into their ball and parallel pedal pins? Why are all these things thus?... I see in your last issue the Burley saddle is called a "Yankee abomination." "Heaven save the mark!" we want more of them.... I speak with authority when I say that J. P. Burbank has given up for the present the idea of issuing a *Wheelman's Monthly*, but the *Annual* will be on hand as usual.... Mr. Phillips of the *Wheelman* was expected at the L. E. C. W. Meet; but work must have overpowered him, for he was conspicuous by his absence. "869."

HAVERHILL, MASS., 23 September, 1882.

THE following reached us the other day at the rate of about sixty miles an hour, from our San Francisco correspondent: "Struck the nail on the head this trip. Enthused a Mr. S. Smith, the Sergeant of the Golden Gate Park policy, almost to a point of explosion. The infatuation of the sport has possessed him. Gave him the second lesson this morning. Advancement slow, but sure. He speaks of procuring one. J. C. Quinn, one of our members who rides in the

southern part of this county, ran off the sea wall a couple of weeks ago. Tide high; clothes wet; bath-house lost a quarter. Q. likes free salt water. Longshoremen convulsed with laughter. Expert fishermen called upon for their services. Bicycle recovered from the deep waters. Expenses \$10. No more such swims indulged in since Country once more perfectly safe."

"CHIC," our New York correspondent, writes: "I am rather surprised at some of 'Ixion's' remarks in his 'Ixionics' in last week's *WORLD*, one especially where he makes the time some eighteen minutes below the record for out-door time. Sanford also is somewhat 'riled' at his saying that he (Sanford) (not Sandford) tried to pass Hamilton; the boot was most decidedly on the other leg, as Sanford was ahead of him all the way through. Still we don't like to carp too much, and 'Ixion' doubtless, after a little refreshment of memory, will do well enough."

DOCTOR COLEMAN, of Canandaigua, N. Y., and the Rochester wheelmen, after fulfilling their Topeka, Kan., engagement, received complimentary excursion tickets over the A. T. & S. F. Railroad, and went to Santa Fe, N. M., stopping at various points of interest on the way.

L. E. C. W.

Editor Bicycling World:—Monday, 18 September, the League of Essex County Wheelmen held its third meet of the season at Marblehead. Members were present from Salem, Lawrence, Beverly, Lynn, Haverhill, Ipswich, and Newburyport, in all fifty-five. About ten o'clock the bugler called "To saddle," and the League, under Commander Faulkner, assisted by Chief Marshal Schoff, paraded through the principal streets of the town, stopping at Abbot Hall to be photographed, and then out to Marblehead Neck to the cottage of the Marblehead Bicycle Club for refreshments. A stop of about an hour was here made, and then we wheeled on to Salem, and at a little after two o'clock sat down to dinner at the Essex House, which finished the day's run. The meet was a complete success, both socially and in a business point of view, and all were ready to come again.

At a meeting of the officers held the same day, it was voted to omit the race meeting for this season; the obstacles being lack of time, funds, and a proper track. In its place a meet (the last of the season) will be held in Beverly, 13 October, Executive Whitney of that place being appointed to make all necessary arrangements. A committee, with full powers, was appointed to procure a badge for the League. The committee on rules reported further revision of the constitution and rules; and on their adoption the list of officers, constitution, and rules will be printed in book form, and distributed among the members. Our membership list is now over the hundred. J. F. ADAMS, Sec.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

Cycling Mems.

IF "Ixion" will refer to the WORLD of 11 August, he will find out what "Dot" wears when riding a tricycle fitted with a saddle. My experience with skirts has been limited, so I can offer no original suggestions, but for "Ixion's" sake I will investigate.

THE question of saddle *vs.* seat depends on vertical *vs.* the thrusting action. The former seems to place the rider in the most natural position for power and comfort. If it is adopted, the use of the saddle is necessary. I wish "Ixion" would give me his opinion in regard to it.

MR. NIXON, whose tricycle road record is the best, seems to believe in the vertical action, as he rode a Premier with a saddle.

ONE great objection to the pan seat is the constant tendency to slip forward, especially when descending hills, requiring considerable pressure on the handles to keep from slipping off entirely.

I SAW Mr. Melvil Dui, of the Alpha Tri. Club, with a companion, bowling along on a Coventry Convertible the other day, at a good tidy pace. I wished I was off my bi., bike, bice, bicycle, or whatever you call it, and occupying the place of his friend.

NOT long ago considerable discussion took place *in re* the "proper size" of a bicycle. I have since then made a few experiments, and am decidedly of the opinion that for safety, comfort, and speed, one should ride a machine as small as possible without any tendency to cramp the legs.

ANY one who has seen Prince and Moore must have observed that they don't agree with "F." and other correspondents of the WORLD who advocate a

wheel as large as one can bestride. I can ride a 59-inch and follow the pedals; but in a race, or on an all-day trip, I should be sadly left. I find a 55 or 56 just the thing.

I ARRIVE at this conclusion after several experiments. I should like to hear from other riders who have tested the matter.

I AM sorry Clafin does not do better, as he is a careful trainer and a good rider. He seems to lack his old dash, which I think is owing to his riding too large a machine.

IN the last issue, by a typographical error, the WORLD stated that the Victa Harvard has "Stanley's" when it should have read "Starley's" double-driving gear.

AFTER using rat-trap pedals for over a year, I tried rubber bars for a change, but would not use them constantly until ready to get a premium on my accident policy.

I HAVE never slipped or lost my pedal since using the rat-traps, which, with a long handle bar (say twenty-eight inches) gives me complete control of my wheel on hills and rutty roads.

THE Bicycle Touring Club shows a steadily increasing membership, which now numbers over 6,300. The immense popularity and influence of this club is forcibly illustrated by the fact that hotels which have had their certificates of appointment taken away refuse to take down the B. T. C. sign.

I HAD the pleasure of a chat with Mr. Overman, at Springfield, who showed me samples of Harrington's enamel, and subjected it to tests which would have chipped paint and scratched nickel, but had no effect whatever on the enamel.

THE expense of enamelling a machine is only \$10, and as it will last an indefinite length of time, and is very economical.

NEXT machine I have, which I hope will be a tricycle, will be covered with it.

I FIND no one who objects to the "monopoly" the Pope Manufacturing Company has in paying the bills in the Central Park case. Although of course this company undertook to defend the arrested bicyclers from motives of trade policy, we must give it credit for whatever benefits bicycling generally receives from the result. I am informed that an appeal has been taken, and await anxiously the issue, trusting the decision of the higher courts will be favorable to the cause of wheeling.

LONDON W.

CURRENTE CALAMO

FRANK MOORE sailed last Saturday for England.

THE fliers at the Springfield races got Moore than they bargained for.

SOME of the Columbus wheelmen are talking up a trip to Indianapolis.

NEARLY 13,000 people witnessed the Springfield races in Hampden Park.

CAPT. H. R. LEWIS of the Philadelphia Bicycle Club was in Boston last week.

GIDEON has retired from the race path for the present by the advice of his physician.

THE Columbia Bicycle Club of Attleboro' took first prize for club drill at Springfield.

THE English bicycling papers, like many prominent bicyclers, have become decidedly amphybiclyclic.

LOUISE was looking nicely at Springfield, and her excellent riding on the track won her lots of admirers.

HARRY W. TUFTS of Attleboro' took first prize and C. S. Howard, Boston, second prize for fancy riding at Springfield.

MUCH of the Springfield success was due to Mr. Ducker's energy, although he was ably seconded by the other members of his club.

THE most reliable accounts of bicycling events in Boston and vicinity given by the daily papers are published in the Boston Advertiser.

OUR bicyclers need not be ashamed to be beaten by Moore, for the man that can beat Moore can beat 'most anybody, Cortis only excepted.

CAPT. HENRY R. BRYAN of the Hudson (N. Y.) Bicycle Club made us a pleasant call last week. He was also present at Springfield.

WILL R. PITMAN got a fall at Springfield, and was severely but not seriously bruised on the thigh, and will refrain from path competitions at present.

FRED. S. ROLLINSON sailed in the "Abysinnia," from Liverpool, the 16th inst., and by the time we go to press will probably have arrived in New York.

CHARLIE BENNETT, an English flyer, weighing about one hundred and sixty pounds, has just got a 54-inch Rudge machine weighing twenty-three pounds.

MOORE takes home the one, two, five, six, seven, eight, nine, and sixteen mile record; above five miles the record was taken from C. D. Vesey, Surrey, England.

JOHN C. SPIERS, a popular member of the Æolus Bicycle Club of Worcester, was married Thursday, 21 September, but does not abandon the wheel, however.

MOORE hardly knew what to do with his stock of medals and silverware, won at Springfield and other races here, and he will exhibit them at 'ome with no little pride.

A NEW tug-boat just built in New York for service in Hartford harbor (?) has been named the "George W. Smith," for the captain's son, a well-known Hartford bicyclist.

BILLY BERNHARDT says: It is a fact, a melancholy fact, that if Bunny Edmands had waited for his pace maker in

the Boston Club races he would not have captured a medal.

THE value of the amateur prizes in the Springfield races aggregated \$472.50, and the twenty-mile professional and women's races were for purses of \$500 and \$200 respectively.

A BICYCLE club has been formed in Rome, Italy, under the name of the Veloce Club de Rome. Mr. Eugene Vians, editor of the *Rivista degli Sports*, the official organ of the club, is president.

REPRESENTATIVE CLARK has become a fixture at the Boston and Albany Railroad office. That's right, Charles: get the transportation rates reduced and we will re-elect you next year.

WILL ROSE, the California-bound wheelman, is still pushing toward the Rocky Mountains, a foretaste of which he got in crossing the Iowa hills. His last letter dates from Council Bluffs, and Nebraska was the next world he was about to conquer.

THE Philadelphia Club, whose vote for League officers was thrown out by the committee, has appealed from its action to the board of officers, and the case will come up at the fall meeting, at which time the correspondence between the parties will be submitted.

THE Massachusetts Charitable Mechanics Association building on Huntington avenue, Boston, has been engaged by parties, to be devoted to bicycling, roller skating, and lawn tennis, during the coming winter months, and will be opened some time in November.

AN amusing mishap occurred in one of the races at Springfield, Pitman getting quite a severe fall, and before he could rise, Norton, riding a Yale Invincible close behind him, rode right over the prostrate New Yorker without getting dismounted, and continued the race.

IT was a pretty sight to see Moore start away in the five-mile handicap, and it was evident he meant to win; but Place, with a proper mount and training, would have given him a good pull. Hendee is also a handsome rider, lacking only training and experience to match the British flier.

WE often hear wheelmen complain of the loosening of pedal and head-spindle nuts, no matter how tightly they seem to be screwed up. The defect may generally be remedied by slightly oiling the face of the washer, which comes in contact with the nut, by which at least another full turn of the latter may be given.

SECRETARY THOMAS C. SMITH of the Citizens' Bicycle Club of New York writes us that that club contemplates a visit to Boston, 10 October, on a three-days' run. Now here's a chance for the Boston clubs to exercise a courteous hospitality to one of the most popular and active clubs in the national metropolis, by getting up a grand accompanying run for their benefit.

J. M. FAIRFIELD of the Chicago Bicycle Club and Dr. Prunne the president, recently toured Chicago on Premier and National tricycles, and the latter gentleman was so well pleased that he has offered his bicycle for sale and ordered a three-wheeler, and Mr. Blinn also has an idea of making the same change.

AMONG the well-known wheelmen at the Springfield tournament we noticed, besides those participating in the races, Capt. Scattergood of the Albany Bicycle Club, Capt. Egan of the Ixion Club, Capt. Bourne of the Manhattans, Mr. A. H. Overman, Fred. C. Hand of Scranton, Pa., Capt. Marsden of the New Haven Club, C. W. Sewall, formerly captain of the Waltham Club, and Rev. S. H. Day of Abington, Mass.

MR. J. HAWKINS, whose ride on a sociable with his wife we recorded last week, has just performed the remarkable feat of riding a tricycle one hundred and ninety-one miles in half a minute inside of twenty-four hours, the riding time being about nineteen hours, an average of over ten miles an hour. The machine ridden was an Excelsior, 46-inch driver geared up to 56-inch, ball bearings all over, and weighing fifty-five pounds.

WE understand that the League racing committee are contemplating having only the mile event run at the October race meeting. This we think will be very unwise. As the rules provide for but one race meeting a year, that meeting should be made a grand tournament of most interesting events. Better postpone it to the latter part of the month and arrange a good series of races, and announce them thoroughly by special circular and through the daily and sporting press.

THE machines ridden in the fifty-mile tricycle road race proved a confirmation of our recent remarks in favor of lightness in construction. The Coventry Rotary which carried the winner over the course in 3h. 47m. 40s. weighed but forty-eight and a half pounds; and notwithstanding the immense strain Lowndes must have put upon it to drive it at the rate of over thirteen miles an hour for fifty miles, it sustained no injury in any way. Marriot's Humber weighed but fifty-two pounds, and he was only three minutes behind Lowndes.

THE meeting of the board of officers of the L. A. W. will be held in Boston, on Friday, 13 October. The place of meeting will be announced, but will probably be at the Hotel Vendome. A race for the one-mile League championship, now held by Lewis T. Frye, will take place at Beacon Park the same day or the day following.

BOOKS AND PAGES

THE CENTURY.—With the October number closes the *Century's* first year; and so well has it retained all the best features of *Scribner's*, while adding to itself new ones during the past twelve months, that the latter title seems almost, like that of the *Galaxy*, to have belonged to another decade, and is half forgotten. Among

the more notable of many interesting and valuable articles in the number is one by Frank B. Carpenter, "How Lincoln was Nominated" with two striking portraits accompanying. Smalley contributes a third paper on the "New Northwest," and there is a finely illustrated and readable paper describing "Life in a Mexican Street." Other illustrated articles are "A Georgia Corn-shucking," "The Corcoran Gallery of Art," "The Gibraltar of America" (Quebec), "Negotiations for the Obelisk," and Leland's "Handiwork in Public Schools." Besides the ending of Howells's "Modern Instance," and the continuation of Mrs. Burnett's serial, there is a fascinating short story entitled "Five Hundred Dollars," and poems by Lanier, Boyesen, Mrs. Burnett, and others, and the usual interesting editorials and topics in the regular departments. A very attractive list of articles and stories is announced for the next year.

ST. NICHOLAS for October closes Vol. IX. of this charming monthly for youth; and notwithstanding past excellences, many new attractions are promised for the succeeding volume. For October, we find attraction enough, however, in both stories and embellishments, and the latter are many of them what boys would call "simply immense." Mrs. Dodge's "Donald and Dorothy" is concluded, but there are several complete stories of unusual interest for older young people of either sex, while the usual amount of instructive articles, poems, puzzles, etc., are nicely filled in, and will be read and listened to eagerly.

WE have received, through the courtesy of Messrs. Fairfield & Taylor of Chicago, Parker & Tilton's "Art Exhibit of Fashion," a large and handsome quarto pamphlet of illustrated advertising; and it is one of the finest works of the kind we have ever seen,—the letter-press, the designs, and the engraving all being excellent, while in addition to the advertisements and business illustrations, there is much to interest and instruct the eye and the mind in the form of essays, poems, and pictures on general subjects. We notice that both Fairfield & Taylor and John Wilkinson have their announcements conspicuously displayed therein, and the former have availed themselves of Mr. H. D. Nichols's beautiful series of sketches, "Touring among the Wisconsin Lakes," of which we have previously spoken. Published by Parker & Tilton, Chicago.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

INFORMATION WANTED.—F. Alcott Pratt of Concord, Mass., would like information of the roads between his town and New Bedford. Cannot Capt. Gilman of the Nashua Club tell him something about it? There are no good pocket road maps of Eastern Massachusetts published, except for a radius of twenty miles around Boston.

A. H. F., Boston.—No; it would not be feasible to publish the addresses of *all* the secretaries in the country, and a local list for Boston would give the paper a sectional character. The consul of a town is the proper person to apply to for information.

G. W. H., Poughkeepsie, N. Y.—The rear-wheel bearings of the machine are not intended to be accessible. The manufacturers are the proper parties to apply to for the information you seek.

J. E. F., Richmond, Ind.—For the expense of importing a machine from England, reckon about \$7.50 to the pound sterling on the original cost. This will include duties (35 per cent), fees, freight, etc.

C. S. GREENBAUM, Laramie, Wyo.—We can furnish you with "Sturmy's Indispensable" for 1882 as soon as we receive our invoice, now daily expected, at 55 cents, postpaid.

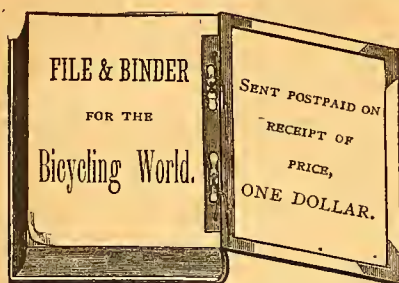
FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 54-inch full-nickelled Harvard, Excelsior cyclometer, H. & T. bell, rubber handles, Cambridge M. I. P. bag; ridden 400 miles. Price \$125. Address H. R. BRYAN, Hudson, N. Y.

FOR SALE.—A 52-inch Expert Columbia, full nickel plated, used but little; price \$120. Address W. H. REED, 295 George street, Cincinnati, Ohio.

FOR SALE.—One 44-inch Standard Columbia Bicycle, half nickel-plated, cone bearings, almost new, and in good order; cost \$95, will take \$30. Also, one 52-inch Standard Columbia, parallel bearings, just been nickel-plated, and in good order, almost as good as new; cost \$112.50, will sell for \$55. Those are real bargains, and must be sold as I am now going out of the



Exact Size.



WHEELMEN'S LEAGUE BADGES of the New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished settings, \$7.00 and \$8.00 each. Best finish with small DIAMONDS, \$15 to \$25 and upwards. The design also mounted as watch charms, sleeve buttons, etc., all suitable for constant wear. Pat. Sept. 13, 1881. Orders by mail, enclosing cash or P. O. order for the style desired, will receive immediate attention. Address C. H. LAMSON, Portland, Me.

THE THREE MEETS.

NEWPORT. BOSTON. CHICAGO.

Pictures of the bicyclers at these meets have been made, of uniform size, 11 x 14 mount. The figures are clear and sharp. Price 50 cents each. The three groups on one mount, 14 x 24, \$1.50.

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Ten per cent discount on all imported sundries and accessories when order exceeds \$5.00.

Small articles mailed or expressed free of charge.

This department contains everything that is new and serviceable, and nothing that is old and obsolete, and are from the best English makers.

Our Mr. Clark has just returned from a business visit to all the leading Bicycle manufacturing firms of England, where he carefully compared, examined, tested, and selected, and we confidently assert that the selections he has made are the best results of skill and science in material, style, specifications, and finish.

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I have the following makes and sizes of Bicycles and Tricycles in stock, any of which can be delivered at a moment's notice:—

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TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvo, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroché single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

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BOSTON, 6 OCTOBER, 1882.

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Number 22.

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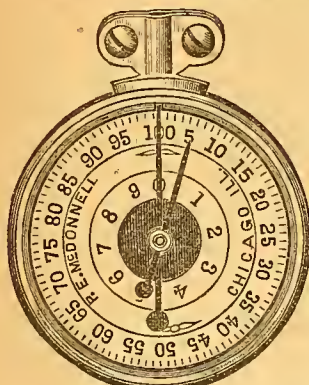
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and Fittings, of every description, supplied from stock or imported to order.
Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

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For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the

outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2½ oz. Made for any sized wheel, nickel-plated, and well finished. Price, \$4.00. Gold plated with name engraved (for prizes), \$10. FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

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THE TRACK WILL BE LET FOR RACES AND TRAINING PURPOSES.

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TRAINING TICKETS for the SEASON, \$5.00.

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PHILADELPHIA, PA.,

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In Fairmount Park, at 10 o'clock A. M.

RACES AT 3 O'CLOCK P. M.

SANCTIONED BY THE L. A. W.

PROGRAMME as follows:—

One Mile in heats, open to all amateurs.

Two-Mile Handicap, 200 yards limit. Open to all amateurs.

One-Mile Race for novices, open to all never having won a first prize.

Half-Mile dash, L. A. W. men only.

Five-Mile Handicap, all amateurs.

Competitive Club Drill in club squads of eight.

Best Fancy Riding (single).

Send entrance fee (\$1.00, returnable to starter) to GEO. D. GIDEON, 2023 Ridge Avenue. Entries close 20 October.

A general invitation is extended to wheelmen to participate in the meet and parade.

H. A. BLAKISTON, Sec.,

3905 Chestnut St.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—One 44-inch Standard Columbia Bicycle, half nickel-plated, cone bearings, almost new, and in good order; cost \$95, will take \$30. Also, one 52-inch Standard Columbia, parallel bearings, just been nickel-plated, and in good order, almost as good as new; cost \$112.50, will sell for \$55. Those are real bargains, and must be sold as I am now going out of the bicycle business. Address D. D. NEVINS, Attleboro', Mass.

BARGAIN.—A 48-inch full-nickelled Expert Columbia, with hub lamp, Excelsior cyclometer, H. & T. alarm; run about 500 miles. Price \$115. Address H. R. BRYAN, Hudson, N. Y.

FOR SALE.—A 50-inch ball bearing Standard Columbia bicycle, in perfect condition, used but little, will be sold at a bargain. H. T. ARB, Toledo, Iowa.

LADIES' COSTUME.—Lady tricyclists should look as nearly as possible as though no alteration had been made in their ordinary dress; but for health and comfort's sake the stereotyped underclothing must be radically altered. The linen usually worn next the skin is fatal to health, slight perspiration making it so damp as to strike cold to the chest, back, and in fact every part of the body in contact with it. Male tricyclists and bicyclists have long found out that flannel must be worn next the skin at all seasons. Let the linen, then, be altogether banished from the tricyclist's wardrobe, the chemise being replaced by a soft, smooth flannel vest, and the nether limbs encased in flannel cut exactly like a man's riding breeches, without any superfluous fulness to crease up. In really hot weather, for brisk riding, nothing else is required save the orthodox skirt as described by "Dot," which can be weighted round the edge, as ladies' riding

habits are, to secure immunity from the wind blowing the kiting about the ankles; but when the weather is cooler, or only gentle riding is being indulged in, the divided skirt can be added, under the outer skirt, and an extra flannel or wool vest be worn if desired. The wool "jerseys" which were so fashionable, are very handy things to carry in the luggage bag on a long ride, in case the weather becoming cooler towards evening should make an extra garment desirable; and when a mid-day stoppage is to be made a change of dry flannel in the bag will also be appreciated.—*Tricyclist*.

BICYCLE and lawn tennis suits for gentlemen may be fashionable, but there is not one masculine in ten that can array himself in such a garb and appear to advantage. We know a young man, the son of an eminent horticulturist, who delights to don a costume of this description and parade the streets, to the great amusement of those who see him, and the evident satisfaction of himself.—*Boston Sunday Budget*.

MR. FRED. S. ROLLINSON has returned from Europe and is now in New York. He announces that he has given up bicycling as a means of livelihood, and will engage in stocks, having got a seat in the American Mining Exchange. He will continue to ride the wheel, but only for enjoyment.

THE new monthly magazine to be devoted exclusively to wheeling, *The Wheelman*, has been issued, and this first number is certainly a handsome and valuable one. It is, of course, largely devoted to essays for the benefit and instruction of the non-bicycling public, which class it is in the main expected to reach; but there is also much else of value and interest to both new and veteran wheelmen; and if it maintains its present excellent appearance and character, it will become a useful aid to the cause, as well as a welcome visitor to 'cyclists everywhere.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Editor Bicycling World:—Will you please inform me how many members there are in the League,—the is, how many have actually renewed their subscriptions this year? MEMBER,

We do not know. Will Secretary Putnam please give the desired information?—EDITOR.

To Correspondents.

A. E. P., Warsaw, N. Y.—On the highway, on a bicycle, W. F. Sutton of the London Scottish Bicycle Club, from London to Stamford and return, 222 miles, in 23h. 55m., 9 July, 1882. On a tricycle, on the highway, John Hawkins, from Walsall on a round trip, 191 miles, in 23h. 59m., 7 September, 1882.

C. E. W., Chicago, Ill.—Never rode one, so can give no reliable opinion; but have seen many riders who speak in high terms of them. See "Telah's" article in this issue.

L. S. K., Philadelphia, Pa.—1. We do not know,—it is largely a matter of preference. 2. Yes. 3. It depends on the state of your funds. If you are poor but can procure the amount for a good one now, you had better get it. If you can afford to experiment, get the second-hand machine you speak of. 4. We find the ordinary large-size safety pin sufficient. 5. Button tight is neatest; but probably loose ones are more comfortable.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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WILLIAM E. GILMAN EDITOR.
J. S. DEAN EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. PUBLISHERS.

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To Contributors.

Write only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 6 OCTOBER, 1882.

THE OFFICERS' MEETING.

As already announced, the officers of the League are to hold their fall meeting in Boston the 13th inst. We understand that much important business is expected to receive consideration, although we are uninformed in respect to details. It should be remembered that this board is possessed of large powers, — nearly as large, in fact, as the general body in annual convention, — and it is therefore desirable that clubs or individuals having anything to suggest or to ask should take advantage of this semi-annual occasion to bring it before the official board. Members having grievances that this meeting may redress will have no longer the right to complain if they neglect this opportunity to state

them. Those desiring any change in either rules or methods should see that their propositions are filed in season for this meeting. We expect the attendance of officers will be larger than at any previous session, and consequently that each subject brought before them will be carefully and impartially considered, and receive wise legislation.

We have several suggestions to make to the board, and although by no means new, we sincerely trust that the meeting will take some definite action respecting them. One of these is the necessity of fixing some standard of measurement for bicycle race tracks; and we would suggest that in order to conform to existing English records of racing distances, that our tracks be measured according to their standard. Another matter which the national organization through its officers should consider is in relation to transportation of wheels on our railroads: a committee should be appointed at once to confer with all the leading lines in the country, with a view to secure free carriage of machines to holders of passage tickets. Many railroads have already issued orders to that effect, simply at the request of individuals; and there is little doubt that, were the subject properly laid before them, all the great lines would speedily grant this reasonable concession. Then the League ought, also, in the interests of prospective as well as present members, to take some action tending to secure a reduction of the tariff on foreign bicycles and tricycles, and for this we think no better preliminary steps can be taken than the appointment of a special committee of the most active and influential members in the League, — not necessarily selected from among the officers, but the best men known in the association at large. All these subjects are important, and should be considered at the meeting next week. The minor matters of locating guide boards, appointing hotels, publishing routes, etc., are more properly the work of State officers.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

MASSACHUSETTS BI. CLUB.

Wednesdays and Saturdays of September and October, at 4 o'clock P. M., regular club runs.

MILWAUKEE BI. CLUB. — *Editor Bicycling World*: — A regular business

meeting of the Milwaukee Bicycle Club was held at the Milwaukee street headquarters, Monday evening, 18 September, with fifteen members present. D. G. Rogers, Jr., was selected to preside in the absence of President Jones. The resignations of Capt. Hathaway, Vice-President Haskins, Jas. P. Brown, W. B. Weller, and B. K. Miller, Jr., were read, and after due consideration accepted. To fill the vacancies made by the above retirements, the following officers were elected by ballot: Vice-President, D. G. Rogers, Jr.; captain, A. Meinecke, Jr.; first lieutenant, Frank R. Pingree; club committee, H. W. Rogers and T. K. Birkhauser. The finances of the club were reported by Treasurer Meinecke to be in a flourishing condition. Wednesday evening, 27 September, was selected for a moonlight run to the Rolling Mills in Bay View. Invitations to attend the Buffalo Meet, Springfield races, and the annual agricultural fair at Janesville were read; but owing to the distance between Milwaukee and the two first named cities, the invitations were declined. The L. A. W. racing committee having sanctioned the Janesville races, the club decided to attend; and the tournament will be held under the auspices of the Milwaukee Bicycle Club, 4 October, at Janesville, Wis. The turnpikes between this city and Racine, Lakeside, Geneva Lake, and Waukesha are in excellent condition, and every Saturday and Sunday, numbers of local club men, representatives from the Milwaukee Bicycle Tourists and the Milwaukee Bicycle Club, are seen speeding to any of the above-mentioned resorts. . . . The L. A. W. officers seem very negligent in the performance of their duties, as none of the members elected this year have received their L. A. W. membership tickets, notwithstanding that their applications were filed with Secretary Putnam, and printed in the WORLD of 18 June. Have more enterprise, gentlemen, and at least attend to routine business. Members grumble and make the life of the club secretary a burden and lead him a miserable existence.

A. W. FRIESE, Sec.

LEAGUE OF CHICAGO WHEELMEN. — The Chicago, Aerial, Owl Wheeling, and Hermes Clubs, with several unattached, assembled at Owsley's Hall, Madison and Robey streets, Saturday evening, 23 September, and formed the above league, based upon the L. A. W. The officers elected are: J. O. Blake, president; Ernest Mehring, vice-president; Milton J. Greenbaum, secretary; Heaton Owsley, treasurer; T. S. Miller, commander. Membership fee, \$1.00, to cover one year's dues. The officers elected consist of gentlemen not holding positions in either of the clubs, so they will be at liberty to devote their attention to League matters without sharing it with the clubs. The forty wheelmen present joined, and the entire membership of each club is pledged, which will make an active mem-

bership of nearly one hundred to begin with. League of Chicago Wheelmen races, runs, hops, and general supervision of all things that go to make wheeling in Chicago desirable are the objects in view. An adjourned meeting, to adopt constitution and by-laws and perfect organization, will be held at the Grand Pacific Hotel 7 October. STENO.

THE Leominster (Mass.) Bicycle Club is officered as follows: President and captain, R. G. Morse; secretary and treasurer, C. A. Joslin. It was organized 22 April, 1882.

RACES

Coming Events.

7 October. Montreal. Bicycle races in connection with fall games of the Montreal Amateur Athletic Association. Championships of Canada. One-mile and five-mile races. Chairman sports committee, Box 1138, Montreal.

14 October. Stenton, Philadelphia. Three-mile bicycle race, under the auspices of the Olympic Athletic Club.

21 October. Pullman, Ill. Two-mile and five-mile bicycle handicaps, in connection with games of the Pullman Athletic Association.

21 October. Stenton, Pa., one-mile and three-mile bicycle races, in connection with Young America Cricket Club games. Percy C. Madina, 201 Walnut Place, Philadelphia.

26 October. Grand wheelmen's meet and races in connection with the Philadelphia bicentennial celebration.

ST. THOMAS, ONTARIO, 22 SEPTEMBER.—The race meeting of the St. Thomas Bicycle Club was well attended, about fifty-five wheelmen participating in the parade. The weather was slightly unpropitious and the track a little wet, so that no fast times were made. The one-mile race, best two in three, was won by F. Westbrook of Brantford, J. Moodie of Hamilton second. The two-mile dash for those who had never won a prize had seven starters, and was won by J. B. Moore of London, Karus of Aylmer second. The five-mile event gave Westbrook another first-prize gold medal, C. H. Hepinstall of St. Thomas being second and Moodie third. A hurdle race had five contestants, and the winners were O. Simson and J. Durdle. Hepinstall also won the prize for fancy riding, and the Aylmer Bicycle Club took the silver goblet for drill.

FRANKLIN, PA., 23 September.—*Editor Bicycling World*.—The Bicycle Tournament of the Venango County Agricultural Society took place here this afternoon, a day later than advertised, on account of the heavy rains during the three regular exhibition days. A railroad accident also detained Mlle. Armaindo till late last evening. This morning the weather looked favorable, and the races were then advertised thoroughly here and in Oil City, and attracted 2,500 enthusiastic spectators. The parade was headed by Supt. Grant and his little son Davy, the latter riding a 42-inch wheel, and completely disguised as a little girl in elegant circus costume, causing immense excitement among the boys

and much admiration on the grand stand. Clowns and fantastics on wheels brought up the rear, and made a novel and amusing feature.

The one-third mile race, best two in three, gold medal, was won by George Grundy of the Keystone Bicycle Club in 1m. 2s. and 1m. 6s.; C. B. Shrom of Greenville second, silver cup; and James Blatt of Sandy Lake third.

A close contest in fancy riding resulted in first prize, silver cup, for A. C. Harding of this city, and second to J. C. McCullough, Pittsburg. There were four entries for the mile race,—Grundy, McCullough, Shrom, and William Shannon of Franklin. It was a good race, but Grundy proved too much for his competitors, and again took the gold medal. J. C. McCullough won the first prize (an Acme bicycle stand) in the slow race, five other competitors coming to grief a long way from the finish.

In the professional race, Louise Armaindo rode five miles against T. W. Eck, giving him the advantage of one third of a mile, and winning by a few yards, in 25m. 6s. To make this time she exerted herself much more than at Springfield, where her time was nearly five minutes less; and those who before had doubts as to her ability became satisfied of her wonderful endurance, as they saw her keep up speed under the disadvantage of soft ground, into which her Yale Racer cut with its narrow tire nearly an inch deep. Both Louise and Mr. Eck gave general satisfaction, and seemed to have the good wishes of the audience as they left the track. One word about the Venango County Agricultural Association: Their fair is not the usual "agricultural horse trot," on poor grounds, covered with gamblers and side shows, but they have a beautiful park, a splendid one-third mile track (in good weather), fine permanent buildings and pavilions; no horse racing, but the best agricultural exhibition in the State. The gentlemen composing the association treat exhibitors, bicyclers, and all, as they agree to do; and although their receipts this year, with the exception of to-day, are a total failure, owing to the storm, they pay all premiums and expenses (over \$4,000) without a murmur. D. D. G.

WAVERLY, N. J., 26 SEPTEMBER.—The following were the results of the bicycle races in connection with the State Agricultural Society fair: One-mile race for the championship of New Jersey, best two in three, won by A. C. Bedell, Essex Bicycle Club, in two straight heats; times, 4m. 27½s. and 4m. 57s. Two-mile handicap, won by V. C. Place, Greenville, Pa. (scratch); time, 8m. 43s. Half-mile dash, in heats, won by V. C. Place, Greenville, Pa., in two straight heats; times, 2m; ¾s. and 1m. 51½s. G. A. Wells, Jr., of New York City, won the prize for fancy riding. Five-mile scratch, won by V. C. Place, Greenville, Pa.; time, 22m. 28s. One-mile handicap, won by E. A. Thompson,

Lennox Bicycle Club; twenty-five yards; time, 4m. 10¾s.

GOFFSTOWN, N. H., 28 SEPTEMBER.

—The first race meeting under the auspices of the Manchester Bicycle Club was held here to-day in connection with the Piscataquog Valley fair. A parade with twenty-two wheels in line preceded the races. The mile event, open to L. A. W. members only, was run in heats, F. J. Philbrick winning in first and second; time, 3m. 55½s. and 3m. 55s., F. A. McMaster of Nashua and C. H. Wilkins and Moses Sheriff of Manchester following in that order. A half-mile dash, open to all amateurs, was won by B. O. Sawyer of Weare, with J. P. Melzer of Milford and E. A. McQuestion of Manchester following in that order; time, 2m. 7s. Judges, J. E. Currier and J. E. Lane of Manchester and C. H. Sanders of Fisherville; referee, W. V. Gilman of Nashua.

TROY, N. Y., 28 SEPTEMBER.—The first annual race meeting of the Troy Bicycle Club was held at Rensselaer Park, the 28th ult. Eight members of the Albany club were present by invitation, and took part in the parade which preceded the races in the park, where a large number, including many ladies, had already assembled. The first event, a two-mile contest, was won by Ross in 8m. 12½s.; DeGolyer second, in 9m. 11s. The second was a three-mile race, won by Strait in 14m. 16s.; L. J. Thiessin, second, in 14m. 47s. The five-mile event had seven contestants, and was easily won by Strait in 21m. 37s.; the next man being over a mile behind. The events ended with a slow race, won by Master Edmands. The Trojans entertained the Albanian visitors with a banquet at Harmony Hall in the evening.

WAUKEGAN, 29 SEPTEMBER.—There were fourteen Chicago wheelmen at Waukegan, Ill., to participate in the bicycle races under the auspices of the Chicago Bicycle Club, on the track of the Waukegan Fair Association. A large audience was present, and everything favorable for a good afternoon's sport; but the track consisted of a base of clay, badly chopped up with holes, the surface covered with a treacherous layer of sand, deceptive to the eye and dangerous to wheel. The tournament opened with fancy riding; prize, a gold-plated cyclometer. Some difficulty was experienced in getting up a competition for this, as our fancy riders are scarce. Finally, Messrs. Brown and Conkling took the track, and went through several feats quite dangerous for the track performed on. Mr. Conkling slipped in a rut and hurt himself severely, so the field was left to Mr. Brown, who was awarded the prize.

Then came the quarter-mile dash from scratch for a rubber bicycle suit. Messrs. Conkling, Philbrick, Brown, Calkins, Ayers, and Irish entered, and after a lively scrimmage in the ruts and

holes. Calkins won, closely followed by Conkling. Time, 51½s.

Some elegant fancy riding was then done by Mr. Wood on a half-breed bicycle (part velocipede), consisting of standing still upright on his tire, running on one wheel, leaping, and vaulting.

The entries for the three-mile dash were Calkins, Philbrick, Irish, Ayers, and Vowell. Won by Philbrick in 13m. 43s., Ayers second. Prizes, McDonnell cyclometer to first, Columbia hub lamp to second.

After a horse race followed the hundred-yard slow race, which was closely contested for fifty yards by Brown and Ayers, when the latter fell off, Mr. Brown winning in 4½m. Prize, a racing costume.

The chief race of the series was the one-mile dash, Mr. Conkling at scratch, with Messrs. Stephens, Mehrling, Calkins, and Vowell one hundred yards start. Conkling had made up his handicap the first lap, and came in easy winner in 4m. (remarkably good time for the track). Mr. Stephens second. Prizes, Miller Perfection hub lamp to first, Premier spring to second.

After another horse race, which further added to the roughness of the track, the five-mile handicap was called, Mr. Conkling at scratch, with Messrs. Stephens and Ayers five hundred feet, Mr. Calkins six hundred feet, and Messrs. Irish, Vowell, and Mehrling six hundred and twenty-five feet start. Mr. Conkling won in 21m., with Mr. Stephens second, Mr. Ayers third, the rest out. Prizes, Miller Perfection hub lamp to first, and McDonnell cyclometer to second.

The races were fine exhibitions of "beefing" over holes and ruts, requiring more of the roadster's skill than that of the racer, showing Mr. Conkling to be superior in both. The first time Mr. Conkling has been beaten since he and Mr. Miller went down to Louisville last winter was in the quarter-mile dash; and Mr. Calkins has astonished the club, and covered himself with glory, by being the only man who has beaten the champion.

The races closed in time to take the evening train home, the fair management netting handsomely out of the affair, and the Chicago Club getting an equivalent in pleasure. The treasurer of the Waukegan Fair extended the Chicago Bicycle Club an invitation to make it an annual race, agreeing to make very elaborate preparations next year. STENO.

NEW YORK, 30 SEPTEMBER. — The two-mile bicycle handicap, in connection with the games of the Manhattan Athletic Club, was won by W. H. Austin (thirty seconds), Williamsburg Athletic Club; time, 7m. 29½s.; E. A. Thompson, Manhattan Athletic Club (scratch), second, in 7m. 14½s.

A CORRESPONDENT writes from St. Louis: "In your last issue you say Morris and Frye *both* beat best out-door time in the twenty-mile race. Have you forgotten your report of the times made in

the fifty-mile championship at Baltimore, on 8 July?" We have not forgotten our report. In fact, we distinctly remember that we have never received any advices respecting the measurements of the track or the times made there for any distances, except for twenty-five and fifty miles, although we long since applied for the record. Until otherwise assured we adhere to our statement.

THE Missouri Bicycle Club closes a series of bicycling events held during the week, to-morrow.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

New York Letter.

Editor Bicycling World: — This last week came in with a rush of rain, but is going out quite sheepishly. At first we thought the Waverly races would undergo a second postponement; but Jupiter Pluvius retired for the time to private life, and though the day was muggy and too cloudy to admit of a glimpse of the sun, the notice was posted that rain or shine the races would take place: and so they did, and we took Place and out we went with our wheels, with Thompson, Davison, Sanford, and Place, to show up for the city team; and for the fancy riding we took out young Mr. G. A. Wells, Jr., who as it turned out afterward was amply competent to give Mr. Knight of Essex Club several points, and call him. From the depot to the fair grounds we ploughed our way steadily through the two weeks' previous accumulation of mud, and, bold hunters that we were, slew on the right and left hand without stint or stay our thousands and tens of thousands of Jersey's staple, — mosquitoes. With mud beneath and mosquitoes overhead, there is no medium but Purgatory personified. Ye gods, what mud! Why, think of it: the track was clay and had been all under water for three days, and had only lately been drained; no wonder that those with the narrow-tired racers for the most part got left. Place ploughed through it with might and muscle, and helped by his heavy road machine, which this time at any rate stood him in good stead, came gallantly to the fore in every race except the one-mile handicap, from which he magnanimously retired to give Thompson of the Lennox a chance to win it, which he did, with Lockwood of Red Bank second. Place took all he wanted, and Thompson took home to the Lennox four second medals and one first, which was glory enough for him for one day.

These races were real work; there was no doubt about that, and every man that took away a medal earned it. A mean track, a sky as muddy as the ground, a mournful and sad-looking group of people, five or six deadly tired racers, mos-

quitoes, hot coffee, mosquitoes and sandwiches (where Doc. Beckwith got left) pretty little waiter girl (best product of Jersey), more mosquitoes, filled the bill of our recollections of Waverly as we despondently endeavored to scrape from our shoes the gathered acres of Jersey soil, which, with the medals we robbed them of, was all that was left of the day, and the Waverly races were a thing of the past.

It was two days before I got all the mud off my shoes, and what we brought over has tended to make the roads here very heavy. I at any rate never thought before that my feet could gather so much; but it seems that I don't know my own feet, and a little incident that happened the other day confirms me in the belief. I was bowling along the Boulevard at a good pace, and came abreast of two youngsters on the sidewalk, who immediately got on to me, one of them propounding to the other the usual gay and festive conundrum, "Is it my size?" This was all right, for I was used to hearing it; but I almost fell off the machine when the other kid let me have the answer, of which before I knew nothing, and it came, "It is, all except the feet." It touched me really on a tender spot (no bunion), for my shoes, No. 5's, are about all I have to brag of in the way of good looks; in fact, it "riled" me, and I got down, got out the armory, and started for them at a 2.45 gait, and the rage that showed in my countenance probably startled them, for they took to their heels, and getting the whip row on me, vanished in an adjacent yard, and I went on my way musing, conceit-robbed, a sadder and wiser man.

To-day, Saturday (30th), the Manhattan Athletic Club held their fall games, and in the two-mile handicap W. H. Austin of Brooklyn finished first in 7.29½, having thirty seconds start on Thompson (E.A.) of the Lennox, who came in second in 7.14½. There were seven other entries; but only one, A. F. Camacho of the Manhattan Athletic Club, came to the mark with the two above mentioned. Sanford of "Ixion" and J. M. Austin of Brooklyn got badly left by getting there too late, for, taking it for granted that the bicycle races would, as has always been the custom at such meetings hitherto, come off last, they did not put in an appearance until a little after the commencement of the games, when to their no small astonishment they found that the race had been run, having been put in the programme as second event. It does seem rather singular that without any apparent reason, the Manhattan Athletic Club should see fit to make so wide a departure from the usual custom; but I suppose they know their own business the best.

There is somewhat of a dearth of club news, for owing to the recent death of the Manhattan Bicycle Club, we are all going around with sombre faces in daily expectation of the funeral, which has not yet been announced, but will probably take

place as soon as the dynamite is in position, beneath "791." The only cheerful face around, in fact, is Frank Fullerton's; but then we know what a snare and a delusion the cause of his cheerfulness is, for the renowned attachment has at last been brought out to public view, still ticketed, however, "Please do not handle," which has had the usual effect, for every man that goes by it on the rack puts his shoulder to the wheel and tries to shove it around. I believe it has somewhat the same nature as the renowned horn of Baron Manchausen; for it was unguardedly left standing in the office the other night, and there was actually so much accumulated strength in the revolving disks that during the night it took a header all by itself, buckling the wheel in a horrible manner, so that in the morning it took three men an hour to true it up sufficiently to make it stand against the wall.

Several of the "Ixion" and "Citizens" men went up to the fireworks exhibition at the Polo Grounds to-night, and while there President Egan of the "Ixion" had some conversation with Manager Mutrie, who, Egan says, talks of opening next spring a sort of a headquarters up there at the Polo Grounds, fitting up a small house on the grounds with lockers, etc., etc., for the use of men in training for races, charging so much a month for the use of the track and the conveniences in the house. I think it's a very good idea, and if he will add to the idea by keeping the track in a little better order, he will advance our racing interests here remarkably. He seems very well disposed toward us already; and from the way he is talking, his good-will is likely to increase.

Though bicycling has not been greatly indulged during the last week, owing to the weather, the latter has not drowned the tongue of gossip. Rumor has at last disbanded the Manhattan Bicycle Club, erst the all-absorbent; dismantled are the rooms, lost the machines, the riders, where are they? Whether alive or dead, still in our memories do we see them by our sides through all the old familiar paths; Mount Tom seems bare, forlorn, forsaken, without the presence of their forms; no more their wheel prints vex the sides of Riverdale's long hill; their very name has grown to be naught but a tender memory. Unbuckle the wheel, unwind the tire, hang up the bar, and lay the bearings down to rest, with their worn flag for winding sheet, a funeral dirge for requiem o'er the grave, wound by Meyer's spirit horn, and "Here Manhattan lies, died of inaction in 1882." Peace to her ashes. But they say, "T is but for a time," "Spring will see us rising anew," and "Phoenix-like from out our ashes." May it be so: our hopes are large, our doubts are larger; our faith in the rejuvenation has dwindled down, and Bourne and Jenkins hold it all.

CHIC.

NEW YORK, 30 September, 1882.

Telzah Says.

THAT New Hampshire's sandy and hilly roads are answerable for the small number of wheelmen within her borders; but the few are all enthusiasts and keep a good record for prompt action in L. A. W. matters, having for one example thrown at the recent election of State officers a greater number of correct votes in comparison to her total membership than any other State.

That it was fitting that the Rockingham Bicycle Club, the oldest in the State, and having in its ranks the first L. A. W. consul in the United States, the first New Hampshire director and chief consul, and the youngest League member (Garvey's baby excepted), should have the honor and pleasure of inviting their brother wheelmen to their city to organize the first State League under L. A. W. auspices.

That the announcement that the city and adjoining towns contained the best roads in the State was sufficient to attract more than one half the riders in New Hampshire.

That the weather was charming, and the road-bed never better, and all pronounced the wheeling, especially along the coast roads where beach gravel was used for the surface, to be unequalled east of the Massachusetts line.

That the accommodations and complimentary dinner at the Rockingham House were first-class; the welcomes hearty; the departures noisy, with bugle and callope calls; the headers few and easy; and the coasting long, rapid, and undulating.

That the view from the top of the ruins of old Walbach Tower of the broad harbor, filled with vessels of all sizes and descriptions, including the North Atlantic naval squadron, headed by the famous "Kearsarge," and out on the horizon the last hundred of five hundred departing coasters that had been forced by the gale into the harbor the day previous, was a sight seldom seen.

That Mascot and her chorus adopted bicycle costumes and long silk stockings in recognition of the wheelmen's attendance at the opera.

That the phantom veteran of '78 from Fisherville, who for years had been wheeling through the State, solitary and alone, acknowledged he had made a grand mistake, and that companionship and acquaintance with brother wheelmen is one of the greatest charms of touring.

That the New Hampshire participants in the Boston Club run of 100 miles surpassed all others in amount of work done on the first day of the meet; Secretary Wilkins of Manchester easily scored his 60 miles, and President Philbrick was so accommodating as to loan his 56-inch to a fellow wheelman while he descended to a 46-inch imported from England in the earliest days of bicycling, and locally known as "John Bull."

That the said "John Bull" characteristically brags that it has done more rink

service than any wheel in the United States; nearly all the New England veterans would recognize the remaining parts of the little machine, that would persist in tumbling on top of them and running down the magnetic iron posts at 87 Summer street.

That the Nashua Wheel Club has, next to the Boston Bicycle Club, the finest, most costly and convenient headquarters in the country. Its members and lady friends have free use of the captain's tricycle and marine bicycles. It leads in point of numbers and uniform all other clubs in the State.

That little Girard on his 40-inch wheel kept with the advance guard on the thirty-mile run, and performed his fancy feats very creditably after a year's rest.

That the marine bicycle races drew a big crowd to the wharves, and the contestants ran away from all other boats that started over the course.

That several club-men start next week on marine bicycles on a cruise from the sources of the beautiful and swift-running Piscataqua to its mouth, and thence along the sea-coast, taking a photographer along with them, in search of material for an illustrated magazine article.

That the amount of work accomplished on the American Stars during their trip of one hundred miles was a surprise to New Hampshire wheelmen. They climbed nearly all the hills attempted by the riders of the crank bicycle, and their owners were very successful and reckless in descending steep and rocky hills.

That the advertisement of the Star would read better by omitting in the sentence "there being no tendency to make the shoulders rounded," the intimation that any bicycle does. On the contrary, every bicyclist of my acquaintance walks, rides, and sits more erectly the more he bicycles.

That the "ready-made" sketch by the editor at the post-prandial exercises was full of interesting facts concerning the early days of bicycling in this country.

That Portsmouth has so excellent a machinist that a bicycle has never been sent for repairs from the city.

That Massachusetts tourists mourn the departure of the Texian waitress from Hampton.

That New Hampshire wheelmen who bicycled to Worcester found on Shrewsbury hills that champion Frye retained his old-time vigor, and predicted he would lower the record should he go on the race track again.

That every New Hampshire club, thanks to the efforts of the L. A. W. State officers, requires by its constitution that every member shall be a member of the L. A. W.

That another club supper is in the near future, Capt. Hazlett having nearly completed his 10,000 miles on the wheel.

That Editor Jenkins, after exhausting two or three wells, is nearly as fast on the New Hampshire coast roads as he is on

the polo cinders. Let him drop the quill and study anatomy awhile, and he will release ladies and babies from the ruins of overturned carriages more modestly, but with less despatch.

That the Nashua bugler is perfectly right in thinking that Sunday bicycling is more heinous and dangerous than Sunday boat sailing.

That the beach visitors make consular work lively in the summer season, and a week's service as consul in this district would convince any dissatisfied League-man that the L. A. W. does some good.

That the judges at Worcester awarded the third prize to Mr. Pitman, and were preparing to present them when it was found some one had blundered *before* the races, and unintentionally encased the wrong medals.

That "M. B. C.'s" advice to all clubs, "Never allow a bicycle agent to hold any office in your club," would not work in this State. There are bicycle agents and bicycle agents. The strongest clubs in the State socially and numerically are officered by agents who have spent every cent of their commissions, and many dollars besides, to promote the interests of their clubs, and the cause generally. Shall we follow "M. B. C.'s" advice because his club has unwisely allowed an agent to use his official position in the club to his own pecuniary advantage? His protest is right and manly, but he should not be too sweeping and think *all* agents and clubs are similar.

That the wheel attracting the most attention at Worcester was an old English bicycle, with solid backbone, immense spring and rear wheel, rubber tires nearly worn off, and the whole weighing seventy pounds.

That its rider gave an answer worth recording, when he replied to the rough question of a prominent racer, "Why do you ride that thing?" "Because I cannot afford a better, and I'd rather ride this than none at all." The P. R. quickly atoned with "Excuse my hasty tongue. I admire your honesty and enthusiasm."

That the two Worcester communications I have just read contain material enough for many editorials. Wheelmen are well aware how carefully and courteously their wants and pleasures have been looked after by the Worcester clubs during their always successful weeks, whether they were club or League men. But here in New Hampshire we make as much of a distinction between a club and League man as a portion of the Worcester bicyclers do between club-men and the unattached. Visit here on the wheel, "Æolus," say in disguise; claim, if you wish, that you are simply a United States citizen. We will receive you because you are a wheelmen, advise you about hotels, and pity you because you took the worst roads into the city, and you will depart, having had a passably good time. Come again, President "Æolus," and say you are

a club-man, that you are an Æolus. You will find the hand pressure more cordial, for we are indebted to the Æoli for many favors and are anxious to reciprocate. Come once more, Brother "Æolus," with a League ticket in your hand. Write previously for a route slip, and take an easy road into the city, instead of ploughing through the sand on the direct road, over which carriage drivers will ignorantly and invariably direct you. You'll find the latch-string out,—many times we've carried the end to a League-man a dozen miles from the city. We will escort you to a good hotel, where you'll save the little dollar you paid for the year's admission to the benefits of the League; we'll give you a club run, and escort you from the city; and all on account of Eliza,—no, the L. A. W.,—and make you, as we have others, realize that it is worth something to be a League member, and that, instead of withdrawing and then making faces at it with your able pen, in its own organ, and promising greater advantages in proposed rival leagues, that it is better to step in and correct its errors and shortcomings, encourage and broaden its influence, rectify its membership qualification, of which you justly complain, and aid your fellow-townsmen, the chief consul, to establish sub-leagues, and issue maps and all other aids and comforts that will benefit its home and touring members.

That's all.

PORTSMOUTH, N. H., 23 September, 1882.

Chicago Notes.

MR. JOHN M. FAIRFIELD, the father of our bicycling, has added another to the long list of Chicago inventions for the benefit of wheelmen. It consists of a new method of putting in spokes. A six-inch flange is made, shaped somewhat after the model of the Arab, being thin and straight in section, without recess or bulge. On the outer rim a lip is turned, through which the spokes pass. The wires are but-ended and squared, and run through the lip to the felloe, where they are met by and screwed into a hollow nipple headed in the felloe, the spoke at the felloe then having the same appearance as an Expert but-ended spoke. A ring is fitted under the lip of the flange, and setting against the squared but ends, prevents loosening of the spoke. There is great lamentation on the part of old Chicago club members at the movement to discard the gray uniform and substitute black. They have worn it now for about four years, and are naturally attached to it. But the gray was adopted in the days when wheeling in Chicago was confined to dusty roads and rough-and-tumble byways, necessitating a dress fit for the use it was put to. Now we ride on sprinkled boulevards and smooth blocked streets, free from dust, and our prominence on the thoroughfares renders it quite the thing to wear clothes gotten up with a view to dressy appearance as well as utility. There is perhaps no color that will give more service than

the dark gray, and one can be covered with dust and not know it. Besides, after a season's wear in the bright sunlight the color is still good. Black serge is favorably looked upon, the coat to be cut with turn-down collar. Mr. Conkling, whose splendid 61-inch Yale was smashed to pieces a few weeks ago by an express wagon, has had the machine fixed, and is on the racing path. That youngster, Vernon Calkins, has just received a 60-inch Harvard, and thinks he can ride it. Mr. Philbrick, well mounted on a 58, has ordered a 60-inch Harvard. Other members are selling out and buying bigger machines. One man sold a nickelled Harvard, used two months, for \$75. Mr. Parker, of the Chicago Bicycle Club, has just got married, and rides the bicycle no more. The runs of the Chicago Bicycle Club have diminished in size lately, but bettered in appearance. It is quite essential in affairs of this kind, where a dozen or more are gathered together, that some uniformity be observed as regards dress, to avoid being dubbed a motley crowd. As soon as the Chicago Bicycle Club is settled in convenient headquarters, the rule for members to appear in the club uniform on club runs will be enforced. Mr. T. B. Jeffery, our bicycle manufacturer, has just turned out a splendid job of repairs for Mr. Charles Kudner of Detroit. This gentleman's machine, a full-nickelled 56-inch D. H. F. Premier, was defective in the axle, and being fitted with Æolus bearings, as is usual with this bearing they burst, and the "hold-fast" cranks would get loose. Mr. Jeffery put in a new and strong axle, being very thick at the bearings where the greatest bending strain comes, similar in this respect to a car axle; a pair of gold-colored 5½-inch gun-metal flanges of exquisite model, and his splendid single-ball-bearings, similar in principle and appearance to the Rudge, but being more solid, handsomer, and with better finish. The "hold-fast" cranks were removed, and a pair of the corrugated Expert Columbia cranks fitted on. The spokes, originally fitting into 4¼-inch flanges, were made to adapt themselves to the larger diameter hubs without shortening, by screwing deeper into the gun metal. The elegance of workmanship on the hub, axle, and bearing is fully equal to chronometer work, and is unsurpassed by any English machine that we have yet seen.

STENO.

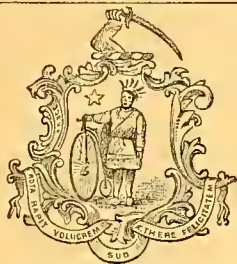
About Bearings.

EXAMINE any machine which is in use. Ten to one you will find some bearing part loose: the head, back-wheel, front-wheel, or pedal bearings. However well case-hardened and carefully adjusted these parts may be, the inevitable wear resulting from use will make itself known by looseness of the affected part. To do away with this looseness, all bearing parts are made adjustable. Now, any play in a bearing causes increased wear; for the parts strike with a force propor-

tional (other things being equal) to the amount of play. In the head especially does any unnecessary wear resulting from this cause give great annoyance. In time the upper centres of the head wear into an oval shape. When this has occurred, if you adjust the head so that no play can be felt when the wheels are in line, it will be impossible to turn the front wheel but a little before the head binds. To enable the wheel to turn easily, the head screw must be left loose.

In a ball-bearing back wheel the dust caps almost touch the axle, thereby leaving little space for the entrance of dust. Unless the bearing is tight there will be contact between the dust caps and the axle, and the efficiency of the balls will be destroyed, the weight not being carried by the balls but by the dust caps. If the bearings are not tight there is a loss of rigidity and consequently a loss of power. A bearing part when tight should have no perceptible shake, and yet turn freely.

G. F. M.



The Massachusetts Bicycle Club beat the Club Record, and ride One Hundred and Eighteen Miles in a Day.

THE Massachusetts Bicycle Club, on the 28th inst., made the longest all-day run which has ever been accomplished by any club in America, having ridden one hundred and eighteen miles and come in in good condition. The party consisted of First-Lieut. Henry W. Williams, Second-Lieut. W. R. Griffiths, A. J. Philbrick, and W. D. Wilmot, representing the club. No one of these gentlemen had trained in the slightest for the ride, and in fact, it was not decided upon until two days before. All, however, are road riders of experience, and are therefore always in fair condition. Two others of the club expected to go, but were prevented at the last moment.

The start was made at 4.52 A. M., and the party, accompanied as far as Medford by Mr. A. S. Parsons, the president of the club, and Mr. C. P. Shillaber, the captain, proceeded *via* Allston and North Cambridge to Medford, where a four-minute stop was made at 5.49, to leave lanterns, to be taken up on the return. On remounting, the party proceeded *via* Malden, East Saugus, and Wyoma village, to Peabody, which was reached at 7.17 A. M., distance 23 $\frac{7}{8}$ miles. After a thirteen-minute stop, the party proceeded *via* Danvers and Putnamville to Wenham, distance 32 $\frac{1}{8}$ miles from Boston, arriving at 8.30 A. M. Fifty minutes were spent at breakfast at Hobbs's,

and at 9.20 wheels were mounted for Ipswich, where a fifteen minutes stop was made. At 10.20 wheels were "crossed" for Newburyport, twelve miles distant, which was reached at 11.53, 50 $\frac{3}{4}$ miles from Boston.

From Boston to Newburyport the bicyclers had ridden constantly, directly in the teeth of a stiff northeast wind, amounting at times to almost a gale. Forty-five minutes were lost at Newburyport in repairing a broken pedal, but at 12.28 the wheelmen started on their return, trip, stopping at Newbury to be photographed by an itinerant artist, reaching Ipswich for dinner at about 2 o'clock. At 2.52 they remounted and rode back to Peabody without a halt, reaching there at 4.22. At 5.06 they started for Medford, arriving at 6.28, having accomplished the distance between Peabody and Medford at the rate of over eleven miles per hour.

The score now mounted up to 92 $\frac{7}{8}$ miles. After supping at the Medford House, the quartet started at 7.12 in a shower of rain, and having lighted their lanterns, proceeded *via* North Cambridge (where President Parsons was met), Allston, Brighton, the Reservoir (around which two circuits were made at speed), Newton Centre, "Great Sign Boards," West Newton, and by a slightly indirect route to the Mill Dam, where quite a delegation from the club was in waiting to escort them to the club-rooms, which were reached at 10.30 P. M., and where a collation was in readiness.

Among the pleasant incidents of the trip were a hot early breakfast, served at 4.30 A. M. by some of the lady friends of the club, one or two free offers of soda, etc., by friendly apothecaries, and a most enthusiastic reception by a large number of the members of the club, who were in waiting at the club headquarters. Not quite so pleasant an incident was a collision with a dog by one of the riders, resulting in more injury to the rider than the dog, — not, however, preventing his continuing the journey.

The wheels ridden were as follows: By Mr. Williams, a 52-inch Expert, fitted with *Æolus* ball pedals, long-distance saddle, and Ritchie Magnetic Cyclometer; by Mr. Griffiths, 60-inch Standard Columbia, extra spoked, and provided with "special" backbone, and Rintelman saddle; by Mr. Philbrick, 50-inch Special Columbia, with suspension saddle; by Mr. Wilmot, 54-inch Standard Columbia, with old style saddle; and Excelsior cyclometers. The cyclometers had each previously stood the test of over 2,000 miles of service, and tallied correctly with the known road distances. They also registered between Boston and Newburyport the same as had been registered before by two of the club who had taken exactly the same route two weeks previous. The last twenty miles were made without light from moon, stars, or lanterns, the last having promptly gone out. No one was either lame, saddle-sore, or chafed, and all felt capable of a

much longer pull, especially in better weather. Ten miles of the evening riding was in a rain-storm.

Following is a summary of time of arrival and departure: —

	Arrived.	Left.
Boston		4.52 A. M.
Medford... ..	5.49 A. M.	5.53 "
Peabody.	7.17 "	7.30 "
Wenham (b'kfst). .	8.30 "	9.20 "
Ipswich	10.05 "	10.20 "
Newburyport	11.53 "	12.28 P. M.
Ipswich (dinner)..	1.58 P. M.	2.52 "
Peabody	4.22 "	5.06 "
Medford (supper). .	6.28 "	7.12 "
Junc. Beacon street		
and Reservoir..	9.07 "	9.12 "
Boston	10.30 "	

One or two short stops were made in the Newtons, also a short one at Newbury to be photographed.

	Hours.	Min.
Entire time consumed.....	17	38
Time consumed in stops.....	4	57
Actual running time	12	41
Average distance per hour of running time	9 $\frac{1}{8}$ miles	(9.36)

The one hundred miles (which was the distance originally intended to be covered) was accomplished at some time between eight and nine o'clock. *

Canadian Wheelmen's Association.

THE wheelmen of Canada assembled by delegates, in response to an invitation from the Toronto Bicycle Club, at Toronto, Ont., 11 September, the following being present: H. S. Tibbs, Montreal; F. Westbrook, Brantford; Perry Doolittle, Aylmer; J. S. Brierley, St. Thomas; W. Payne, London; J. H. Eager, Hamilton; J. K. Johnston, St. Catharines; R. H. McBride, Toronto. President Boustead of the local club was invited to preside; and Mr. Tibbs of Montreal, being asked to express the views of Montreal wheelmen respecting the formation of a general organization of Canadian wheelmen, advocated an association similar to the Ohio League, but subordinate to the L. A. W. Mr. Brierley, seconded by Messrs. Doolittle and Payne, favored an Ontario provincial league, while Messrs. Eager, Westbrook, Johnston, and McBride favored a Canadian association; and on motion of the latter, the name "Canadian Wheelmen's Association" was adopted. A committee was appointed to draft a constitution and by-laws. At the St. Thomas meet a meeting of the association was held, and the following provisional board of officers chosen to act until the general meeting, 1 July, 1883: J. H. Boustead, Toronto, president; Dr. Chas. Clark, Aylmer, secretary and treasurer; and a committee of seven, — Messrs. Eager, Hamilton; Tibbs, Montreal; Donly, Simcoe; Brierley, St. Thomas; Keenleyside, London; P. Doolittle, Aylmer; and Westbrook, Brantford. A constitution and by-laws generally similar to those of the L. A. W. has been drafted.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consultants, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

ALBANY BI. CLUB.—Additional: Fennimore B. Holdridge and Howard Wendell,—both of Albany, N. Y.

SCRANTON BI. CLUB.—Additional: Charles Arthur, M. D.; Frank Forrester and Frank B. Watts,—all of Scranton, Pa.

BOSTON RAMBLERS.—Additional: W. P. Haskell, 280 Devonshire street, Boston, Mass.; E. R. Beuson, 17 Hewes street, Cambridgeport, Mass.

MISSOURI BI. CLUB.—Additional: W. E. Henderson, 205 North 5th street, St. Louis, Mo.

NORWICH BI. CLUB.—Additional: Winthrop Turney, Norwich, Conn.

MARYLAND BI. CLUB.—Additional: E. Mickle, care of National Union Bank of Maryland; J. Naglee Clark, corner North and Baltimore streets; E. R. Jones, Camden Station; M. Forney Reese, 467 Eutaw Place,—all of Baltimore, Md.

UNATTACHED.—James J. Blatt, Sandy Lake, Pa.; Arthur C. Hills, Pleasantville, Venango County, Pa.; William Gurfery, Stoneboro', Pa.; E. C. Clark, Holyoke, Mass.

League Races.

Editor Bicycling World:—Would it not be a good plan to hold the L. A. W. races this fall at Philadelphia? On 26 October there will be a meet composed of wheelmen from New York, Baltimore, Washington, and we hope from Boston. There will also be visitors from rural districts surrounding Philadelphia. The races would thus be held under the most favorable circumstances. What say the racing committee L. A. W.?
H. B. HART.

PHILADELPHIA, 30 September, 1882.

The Boston Bicycle Club desires to tender to all members of the League visiting Boston to attend the meeting of the board of officers, the proposed League run and race meeting, the privileges of their club house, 53 Union Park.
J. S. DEAN, Sec.

Cycling Mems.

DEAR LONDON W.: Can you tell me what kind of tri. Belva Lockwood rides, and whether she wears a special dress?

HOMO.

MY DEAR "HOMO": I am not acquainted with Belva, else I should be pleased to give you the information sought. No doubt she would answer your query; or perhaps some of the Washington readers of the *WORLD* will enlighten you.

THE Boston *Sunday Budget* seems to draw a queer conclusion from Nixon's great ride. It says a tricycle can go from one end to the other of Great Britain in fourteen days, the distance from John o' Groat's, Scotland, to Land's End, Cornwall, being but 995 miles.

While every one has been enthusiastic about this ride, and marvelled at the endurance, speed, and pluck of the rider as well as the capabilities of the tricycle, the *Budget* calmly considers it as an accurate road measure, and seems surprised to find the distance so small.

NEVER mind, Brother Hovey, we will get you educated after a while, and teach you to appreciate a good performance.

It is reported that the president of a Kentucky turnpike has announced in a published advertisement that he will "prosecute as public nuisances" all parties riding on bicycles on his turnpike, because they "endanger the lives of those travelling in vehicles on said road."

Is the average American so ignorant and prejudiced that he cannot or will not learn that the bicycle has just as much right on a public highway as any vehicle, or is it that turnpike presidents and road and park commissioners are particularly narrow-minded? It is certainly true that the latter are constantly acting contrary to well-settled laws.

If the above report is true, here is a chance for the League to make a test case, and keep its promise to members when it says that "the best legal knowledge will be at the command of any member whose rights are threatened."

NOTHING illustrates better how times have changed than a perusal of back numbers of the *WORLD*. A year ago the walking encyclopædia of bicyclic information expressed the opinion that the rear steerer was the best form of trike, and now all the authorities unite in the opinion that for safety and capability the front steerer is the best.

It was proven in the recent fifty-mile road championship race that a rear steerer cannot descend hills at speed with safety. In fact, one of the riders of a rear steerer had a narrow escape from a severe accident when descending a hill, and another actually came to grief, being pitched into a ditch.

ONE of the superiorities of a trike over a bike is its comfort and safety in flying hills; but if we use a rear steerer, even this advantage is taken away.

THE only Humber trike yet brought to this country has been seen in Boston during the past week. I should imagine that the steering would be very difficult on a rough or rutty road. The leverage of the handle bar is not equal to that of the wheels, being shorter than the axle.

Now, riders of the bike know what power is required on a rutty road, where the resistance is only about two inches, with a leverage of a 28-inch handle bar. On the Humber tricycle, the distance between the wheels is about thirty-six inches, while the handle bar, I should judge, is about thirty inches.

THE rider is well placed over his work for power, and can assist in the steering by the pedals, as on a bicycle. It cannot be ridden by a lady, which is of course an objection.

CONSIDERABLE may be learned in regard to gearing up and gearing down from the tricycle race.

The winning machines were all small wheels geared up, and from all accounts, their riders experienced no difficulty in ascending hills.

LOWNDES, the winner, rode a Coventry Rotary, with 40-inch driving wheels geared up to 56, and Marriott rode a 42-inch Humber geared up to 57.

THE way Lowndes used up his pace-maker, who accompanied him on a bike, affords food for reflection to carping bikers.

I AM very glad to see evidences of renewed life in the League, and sincerely hope the results will be satisfactory to those who are working to reclaim it from the dead.

Two well-known and enthusiastic bicyclers are anxious to dispose of their machines in order to obtain the wherewithal to purchase trikes. Straws show which way the wind blows.

"METEOR" is a good fellow, but if he continues to be a journalist, he will have to get some one to go to heaven and put through an amendment to the eighth commandment before he can get in. St. Peter does not recognize press passes.

It will be remembered that "Steno," whose Chicago letters are so interesting, ventured the opinion that a 17-inch rear wheel was to be preferred to one of eighteen inches. This is the way the *Cyclist* looks at it, and therein expresses the opinion of most riders who read "Steno's" letter: "The Chicago riders are smart men if they can 'appreciate' a difference in an 18-inch and a 17-inch hind wheel." Now, "Steno"!

LONDON W.

CURRENTE CALAMO

A HASTINGS (Minn.) correspondent says the bicycling fever is growing in that section.

C. L. FRYE of Marlboro' declines the office of League representative to which he was elected.

ABOUT a dozen members of the Boston Bicycle Club made the run to Cobb's Tavern Sunday to dinner.

W. J. UNDERWOOD of the Boston Bicycle Club is in the City Hospital, seriously ill with typhoid fever.

THE Humber tricycle, imported for Carter of Newton, is at the rooms of the Pope Manufacturing Company.

THE Boston Ramblers have been taking advantage of the fine weather this week to indulge in concerted runs.

SEVEN members of the Newton Bicycle Club took a moonlight spin to Wellesley and supped at the Elm Park Hotel.

A GRAND bicycle tournament for amateur and professional events is booked for Saturday, 14 October, at Beacon Park.

W. B. EVERETT of the Boston Bicycle Club has been appointed League consul for Boston. His address is 338 Washington street.

THE annual fall meeting of the L. A. W. officers will be held in Boston, at Hotel Vendome, Friday, 13 October, at ten o'clock A. M.

BRUSH HILL has been recently covered with loose gravel, and bicyclers should be exceedingly careful in descending this steep hill at present.

LEWIS T. FRYE was in our office during the week, and formally announced his intention to race for the retention of the League mile championship, and is in training for that event.

V. C. PLACE, the American fast rider, will soon be mounted on a 57-inch Yale racer with light roadster rim; a mount on which we expect him to make a better showing than he has yet done.

CAPT. E. C. HODGES of the Boston Bicycle Club, in company with bears, caribous, Farrington the granger, snakes, guides, and other things, is wandering somewhere in the Maine wilderness.

PRESIDENT GARVEY of the Missouri Bicycle Club has recently acquired, by purchase, an elephant, — in the shape of Mendacious Albin's big eight-foot bicycle! Now, "what will he do with it?"

PRESIDENT PHILBRICK and Capt. Hazlett of the Rockingham Bicycle Club took a 28-mile voyage from Portsmouth to Dover and return Sunday, on marine bicycles, the up trip being against wind and tide.

A TYPOGRAPHICAL error last week made us give Frank Moore the *sixteen*-mile American record, when it should have read *ten*-mile; Moore not having competed in any longer distance race here than ten miles.

A. O. DOWNS of Riverhead, L. I., writes: "Six bicycles have come into this township since April. Three of our wheelmen made the trip *via* Greenport to Southampton and return (eighty miles), 4 and 5 September."

THE plate of the "long-distance saddle" is made too light to sustain the rider's weight. It meets the sagging of the leather half-way. We have had this experience with two of them, and our weight is only about 38 pounds.

THE *Cyclist* says Frank Weston was recently bicycling in company with Mr.

and Mrs. Smith of the Surrey Machinists' Company of London, who were on a Salvo Sociable, and had all he could do to keep them from leaving him behind.

CHIEF CONSUL FRED. S. PRATT is arranging to have a grand two-days' run for League members, immediately after and incidental to the L. A. W. officers' meeting next week; so all who wish to join in a "Wheel around the Hub" should be getting their bicycles ready.

MANAGERS of agricultural fairs and trotting courses realize the financial value of bicycling attractions, and in many cases furnish railroad transportation for men and wheels participating, and sometimes pay the hotel bills, as well as contributing liberally for prizes.

DR. CRESSWELL, of Birmingham, writing on the subject of rupture in the *London Lancet*, says there is no action required in either riding, mounting, or dismounting likely to cause hernia, and that if himself ruptured he would not hesitate to continue riding the bicycle.

AN Australian paper says that a man recently entered the back room of a public-house, and seeing a bicycle, took a hay-band, and fastening one end about his neck and the other to the head of the machine, strangled himself to death by grasping the forks and straining the rope.

M. J. LOWNDES, the winner of the fifty-mile tricycle road championship, has challenged any one in the world to ride a tricycle from one to fifty miles for a prize valued at £10, and offers to wager from £25 to £100 on the result. Con.: How near does this bring him to the professional status?

A HANDSOME, neatly printed little monthly paper of eight pages, called *The Bicycle*, published in Hamilton, Ont., and edited by W. C. Nichol, has just made its appearance. We would advise a change of name, however, as a wheel paper published in Melbourne already has the same title.

COBB'S TAVERN at Sharon, Mass., just over the line from South Canton, has been appointed a L. A. W. hotel by Representative C. L. Clark. Easy accommodations for parties of twenty, or by doubling up, nearly twice that number can be provided with lodgings. Excellent meals at fifty cents, and lodgings at the same price.

THE Massachusetts Club centenarians, on arriving at Newton on their return journey Thursday evening, held a consultation as to whether the trip should not be extended until 130 miles were covered, each declaring his ability to do it with ease; but the fact that a large number of the club were waiting at headquarters by appointment to receive them decided them to finish as they did.

NIXON's wonderful tricycle ride from one end to the other of Great Britain inside of fourteen days awakened much comment in the English press, and has done much to enlighten the public to the

practicability of bicycling and tricycling, as well as to create a more appreciative estimate of their value as means of locomotion. Nixon spoke highly of his machine, a Premier, which stood the strain over the roughest roads admirably, and at the end was in first-rate order.

THE *Cyclist* editor, who has been riding a tricycle for several months past in admiration of its comforts and capacities, and in the *Cyclist* has devoted more space to the eulogizing of the three-wheeler than of the bicycle, recently, just for a change, took out his forsaken 54-inch tandem, and now writes ecstatically of the pleasure and exhilaration derived from the higher speed obtained and advantages utilized, and many minor gains of biking over triking, and expresses the hope that he shall long continue faithful to his first love.

WILL ROSE writes from Central City, Neb., 25 September: — You may tell the boys of the wheel that I have reached this point on my journey from Danville, Ill., to San Francisco, Cal., and am in good health and spirits. Have found considerable sand in this part of the State, and lots of sand bars. I start from here to-day on across Nebraska. Expect to reach Cheyenne City, Wyoming, by next Saturday night. It is getting thinly populated in this part of the country, and lonesome work for one wheelman.

THE *Daily Gazette* of Colorado Springs chronicles the arrival of Dr. Coleman and the Rochester riders in the former place 25th ult., and states that the ordinances prohibit bicycle riding in the thoroughfares. A gentleman there, accustomed to riding, made a trial of Dr. Coleman's machine on the public street, and was arrested by the city marshal, and was to appear before the police justice the next morning. What sort of lawyers have they in Colorado Springs that such an illegal ordinance was allowed to pass unchallenged?

THE whole city of Chicago turned out to welcome home the Hon. Carter H. Harrison, the popular mayor, on his return from Europe. He has been an especial friend to the bicyclers in Chicago, evincing by word and action that bicycling was held in high estimation by him, and this has inspired a general respect for the wheel on the part of the people of that city. The great reception was on Wednesday evening of last week, and on the following Saturday evening the wheelmen of the city, to the number of forty, formed down-town, and with two calcium lights, so arranged as to show up the unique procession to advantage, wheeled up Washington Boulevard to the mayor's house, — the Owl Wheeling Club, the Aeriels, Hermes, and a few unattached, and headed by the Chicago Club. Commander T. S. Miller delivered the welcoming address, which was responded to by the mayor in his usual jolly strain, when all adjourned to the inside for refreshments and further talk.

THE New Haven Bicycle Club held their third annual fall races on Wednesday at Hamilton Park.

MISCELLANEOUS.

4-line Advertisements in this department, \$12 per year.

ST. LOUIS, MO.—Garvey's Bicycle Agency, 407 Chestnut street, Agency of the Pope Manufacturing Co., the Cunningham Co., and Chas. R. Percival. A splendid line of domestic and imported Bicycles always in stock. Bicycles, and Tricycles, bought, sold, and exchanged. Full line of Bicycle Sundries kept in stock Eastern rates. Write for circular.

ESTABROOK & EATON'S Mild Hub Cigarettes and Tobacco, or "El Luzon," and "Sunday Herald" cigars are liked by connoisseurs. Ask your grocer or apothecary for them.

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LAMSON'S LUGGAGE CARRIER. the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents. **C. H. LAMSON**, Portland, Me.

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WESTERN TOY CO., 501 North Wells street, Chicago, Ill., manufacturers of Bicycles, Tricycles, Velocipedes, etc., etc. Send for illustrated catalogue and price list.

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THE BICYCLER'S RIDING SUSPENSORY affords great comfort, and insures absolute protection to those parts liable to injury while riding or making difficult mounts. Sent by mail on receipt of price (\$1.00). Circulars free. **ELASTIC HOSE CO.**, Needham, Mass.

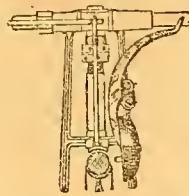
PHILIP T. DODGE, Attorney and Solicitor of American and Foreign Patents, Washington, D. C. 818 F street, facing Patent Office. Special attention to bicycle and tricycle matters.

BICYCLERS' HANDY HOOK.—To fasten trousers at bottom; neat, strong, pliable, and every way effective. Send four 3-cent stamps for sample pair. For sale by all bicycle dealers or by the **OVERMAN WHEEL COMPANY**, Hartford, Conn.

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CYCLIST & WHEEL WORLD ANNUAL.—Yearly, 1882. Edited by C. W. Nairn and Henry Sturme. Published by Illiffe & Son, Coventry, Eng. Contains: Nearly 300 pages and 500 illustrations; Diary for 1882; Road Routes; English Racing Records; Clubs of the World and their Badges, etc. Price, postpaid, 50 cents. Orders received by **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

WHEELMAN'S YEAR-BOOK: Almanac and Diary for 1882.—Best work of its kind yet published. Nearly 300 pages of all sorts of information about races, times, roads, clubs, championships, handicaps, and principal wheel events of 1881; with histories, constitutions, and rules of the B. T. C., B. U., T. A., and L. A. W. organizations, etc. Edited by H. T. Round. Compiled and published by W. D. Wel-ford, editor of *Cycling*. Paper, 40 cents; cloth, 65 cents, postpaid. **E. C. Hodges & Co.**, 8 Pemberton square, Boston.

AMERICAN BICYCLER, by Charles E. Pratt. Contains a History of the Bicycle; Mechanics of the Wheel; Hints to Learners; Laws; Roads; Club Rules; Races; Literature; Best Routes, etc. Bound in cloth, 60 cents.

BICYCLE PRIMER, by John R. Heard. Illustrated by M. C. Clark. A humorous Alphabet of the Wheel, 10 cents.

CORTIS ON TRAINING.—"The Principles of Training for Amateur Athletes, with Special regard to Bicyclists," by H. L. Cortis, amateur mile champion of England, is now ready, and for sale at the BICYCLING WORLD office. Price, 40 cents; or by mail, 43 cents. **E. C. HODGES & CO.**, 8 Pemberton square, Boston.

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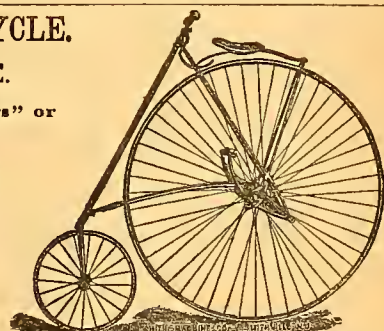
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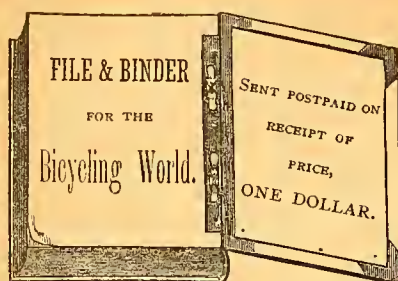
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THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

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The cheapest and best hollow-fork and ball-bearing Bicycle in the market.

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Strong, serviceable, and economic.

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The Official Organ of the League of American Wheelmen.

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William S. Gilman, Editor.

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10s. Foreign.
7 cents a copy.

BOSTON, 13 OCTOBER, 1882.

Volume V.
Number 23.

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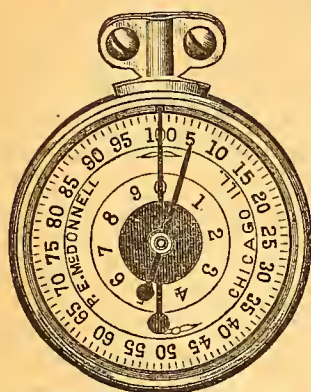
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Send three-cent stamp to either of the above addresses for our Illustrated Catalogue.

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For Bicycles, Tricycles or any wheeled vehicles. Warranted to record accurately any distance from the fraction of a mile to one thousand miles.

It is attached to one of the right hand spokes facing to the left, and is entirely out of the way of a hub lamp.

The long hand is stationary, being merely a pointer; the

outer dial revolves under it, showing miles, and the inner dial registers the hundred miles; the short hand makes one revolution each mile, and indicates by its relative position to the long hand the fractions of a mile. Requires no oil, and will last indefinitely, as the parts being light the wear is practically nothing. There are neither springs nor weights in its construction, so there is no liability to get out of order. The cut represents actual size; the weight is 2½ oz. Made for any sized wheel, nickel-plated, and well finished. Price, \$4.00. Gold plated with name engraved (for prizes), \$10. FAIRFIELD & TAYLOR, cor. State and Van Buren Sts., Chicago, Ill. Sold by dealers generally.

THE BEACON PARK COMPANY

OPENED THE

BICYCLE TRACK,

AT BEACON PARK,

ON

Wednesday, 30 August.

THE TRACK WILL BE LET FOR RACES AND TRAINING PURPOSES.

J. S. Prince will be in attendance.

TRAINING TICKETS for the SEASON, \$5.00.

ADDRESS

THE BEACON PARK CO.
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Tickets for training and practice now ready, and books open at the BICYCLING WORLD office for engagement of the track for races, etc.

Thanks.

Editor Bicycling World:—Permit us, through the WORLD, to extend our grateful thanks to Capt. William V. Gilman, Carroll A. Chandler, and other members of the Nashua Wheel Club, to President M. D. Currier and others of the Lawrence Club, and to Capt. Howard H. Gage and Consul J. Fred. Adams of the Haverhill Club, for courtesies shown us while on a recent wheeling tour. Fraternally,

GEORGE CHINN, Pres.,
P. HOWARD SHIRLEY, Sec.,
Marblehead Bi. Club.

MARBLEHEAD, MASS., 3 October, 1882.

PHILADELPHIA, PA.,

THURSDAY, 26 October, 1882,

GRAND BICYCLE MEET

In Fairmount Park, at 10 o'clock A. M.

RACES AT 3 O'CLOCK P. M.

SANCTIONED BY THE L. A. W.

PROGRAMME as follows:—

One Mile in heats, open to all amateurs.

Two-Mile Handicap, 200 yards limit. Open to all amateurs.

One-Mile Race for novices, open to all never having won a first prize.

Half-Mile dash, L. A. W. men only.

Five-Mile Handicap, all amateurs.

Competitive Club Drill in club squads of eight.

Best Fancy Riding (single).

Send entrance fee (\$1.00, returnable to starter) to GEO. D. GIBSON, 2023 Ridge Avenue. Entries close 20 October.

A general invitation is extended to wheelmen to participate in the meet and parade.

H. A. BLAKISTON, Sec.,

3905 Chestnut St.

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[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 54-inch Yale, light roadster, has been run about three months, and is in perfect condition; sell on account of size. Price \$110. A. P. C., 33 Main street, Marlboro', Mass.

BICYCLE FOR SALE AT A BARGAIN.—A 54-inch Columbia, ball-bearing, painted throughout, little used, and in good order. Address "X," this office.

FOR SALE.—A Columbia 48-inch bicycle, full-nickelled, only used one season; no reasonable offer refused. Address W. R. K., Box 2987, N. Y. City.

FOR SALE.—A 48-inch Harvard, nickelled, except wheels, cradle spring, rubber handles; in perfect condition. Price \$95. C. F. T., 64 Union street, Boston.

Cycling Mems.

THE girl on the front of the *Wheelman* must ride a pan seat, with thrusting action and simultaneous movement.

"ICYCLE" sends the following, which explains itself:—

"WASHINGTON, D. C., 7 OCTOBER.—In answer to 'Homo,' would say that I think Belva Lockwood wears the usual female attire, but has a leather dash-board attached to her machine, which is a Challenge No. 2, single driving. I don't think it an improvement. I would like to correct a statement made by 'London W.' in last week's WORLD, which was that 'the only Humber trike yet brought to this country has been seen in Boston during the past week.' This is an error, as a Humber trike has been running in Washington ever since last winter."

Thanks, "Icicle," for posting me *re* the Humber. I wish you would inform me how it works, and what, if any, are its disadvantages in practice.

At last we have reliable evidence in regard to the question of saddle *vs.* seat. The Wellesley College girls have tried a sociable fitted with both, and are unanimous in the opinion that the saddle is the most comfortable, and can be placed in a better position for power than the seat, which has to be placed at such an angle that it is next to impossible to sit on it. In fact, you can only lean against it, and support your weight by pressure on the handles and pedals.

Now, girls, give us some more points.

A CERTAIN club has the following among its articles: "Before starting on long runs or excursions, it is hereby suggested that arrangements be made with a skilful surgeon, and aids, to follow in an ambulance wagon to pick up the 'leavings.'"

VERY convenient and pleasant, no doubt, for those that get "left," but not calculated to induce timid gentlemen to engage in the "pursuit of bicycling as a manly and healthful pastime," unless they have disordered notions of what a healthful pastime is.

ONE cannot help admiring the frankness and appropriateness of the word "leavings"; but still, I fancy it would be rather unwise to distribute the club's book as a tract to induce non-riders to take up the bike.

BUT is there any need of having "leavings," either of machines or riders, if the former are first-class and the latter careful?

THE editorial *we* must be rather thin, if the last issue of this paper can be believed; or is it that Brother Gilman is trained "down fine" for the coming tri-cycle race for the championship of the Chelsea Club?

THIRTY-EIGHT pounds is rather ethereal for an editor, is it not? [London W. attaches more weight to this subject that we do.—EDITOR.]

WHEN a man has to write to England to find out that "soda-water is an artificial beverage," something must be wrong, eh, Hawley?

"METEOR" has explained, and, like good Deacon Richard Smith of the Cincinnati *Gazette*, he has "wicked partners."

Is the editor of the South Boston *Inquirer* in? I am. Pistols and coffee for two. Brother Gilman for my second. LONDON W.

A Card.

Editor Bicycling World:—Will you kindly convey my apologies to "London W." for the "steal" which I was made to make through the ignorance or imbecility of a compositor? I always credit my clippings on "copy"; and through some mistake, the article which has aroused "London's" just indignation was not properly credited when the paper came out. I have no pecuniary connection with the "Inquirer," consequently have no right to dictate to it as to violations of the eighth commandment. In other words, the "steal" was made by the compositor, and not by me, and I will slay the aforesaid compo. If "London" will only say the word. By publishing this card, you will greatly oblige

METEOR.

BOSTON, MASS., 6 October, 1882.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

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WILLIAM E. GILMAN EDITOR.
J. S. DEAN . . . EDITORIAL CONTRIBUTOR.
E. C. HODGES & Co. PUBLISHERS.

Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 13 OCTOBER, 1882.

THE *Wheel*, beginning its second year, has taken several "new departures." First, it has much improved in appearance typographically. Second, its order and arrangement of matter are better than before. Third, it is to be published weekly. Fourth, with Fred Jenkins once more as its nominal editor, the graceful and fluent pen of Mr. Chas. E. Pratt as editorial contributor has been secured to assist in making its pages interesting. Fifth, it has suddenly become an active partisan of the Pope Manufacturing Company. Sixth, it has suddenly become a zealous defender of the League of American Wheelmen, and running amuck with about as much judgment as a crazy Malay, slashes vigorously at the WORLD as one of the League's supposed enemies.

(As the *Wheel Publishing Company* is not the first concern which has confounded the WORLD's editorial opinions with those of its correspondents, we will endeavor to edify our contemporary with the following recent indorsement of our last editorial on the League by Vice-President Parsons, whose loyalty to the L. A. W. none, we think, will venture to question: "I hope that you will 'go for' the officers and impress upon them the duty of attending the [officers'] meeting if it is a possible thing. I like your editorial in last WORLD very much.") Seventh, it has suddenly evinced a hostility to the WORLD hardly consistent with the pleasant and kindly relations which hitherto existed between us and the *Wheel*, but which, in connection with one or two of the "departures" we have mentioned, may be accounted for.

A year and a half ago, during the editorship of our predecessor, our bellicose contemporary gave the WORLD a slap by terming it a "caudal appendage of the leading manufacturer." Since it has become evident that we were not thus posteriorly connected with our "pet monopoly," the *Wheel* has promptly concluded to "catch on," and now wags at the will of its master.

"Turn, turn, my *Wheel*, turn round and round."
"So spins the WORLD away."

In our issue of 22 September appeared a communication from Baltimore, entitled "Small Clubs," and signed "M. B. C.," which, together with frequent expressions in the article, implied that the writer was a member of the Maryland Bicycle Club. Unsuspicious of any malicious intent, we accepted and published it as the beginning of a discussion likely to arise from "Fad's" communication respecting "Limited Club Membership," and saw in its allusions to special actions and results in the Maryland Club only well-meant illustrations of the writer's arguments. Since its publication, however, we have received several indignant communications from members of the club, and from one a full list of the members, among which our correspondent's name does not appear. We therefore conclude that it was "M. B. C.'s" intention to deliberately injure the club by covert slander of at least one of its most active and honored members. Although personally acquainted with but few of the members of the Maryland Club, these few we have always found to be gentlemen and enthusiastic devotees of bicycling, and we are assured by others who know, and in whom we have implicit confidence, that the club as a whole is composed of men of similar character and social standing; and we sincerely regret that our columns should have been

made use of for so unworthy a purpose as we now have no doubt it was the intention of "M. B. C." to achieve.

OUR petition to the tariff commission was forwarded last week. It contained the names of prominent bicyclers throughout the country. Many clubs sent in the signatures of their whole membership, and there were many names of parties who stated that they were admirers of the wheel, but were restrained from using it by the excessive price put upon it. One thousand and twenty-two names were on the petition. We regret that several prominent clubs did not send in their signed blanks, notably the Massachusetts, Crescent, Chelsea, Providence, and *Aeolus*, although many members of these signed with other clubs.

WHEN we can inspire the capitalists of the country with confidence to believe that bicycling has come to stay, we shall have no lack of manufacturers of the wheel. There is money in the business if it is conducted on a large scale, and this is what our moneyed men must be brought to understand. We hear a rumor that a large English concern will establish a plant in America. We hope this is true, and we can predict a successful outcome of such a business venture.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

OWL BI. CLUB. — The Owl Bicycle Club, of Bordentown, N. J., organized 10 July, 1882, has rented and fitted up a front room on the ground floor of the Odd Fellows' Hall, in Church street. The members house their bicycles there, and have a complete way of placing them. Last Monday evening the following officers were elected: President, John O. Hudson; captain, F. G. Wiese; first lieutenant, Philip Brakeley; secretary and treasurer, Edgar Haas, Jr.; bugler, Louis W. Wiese.

CLEVELAND BI. CLUB. — The annual meeting of the Cleveland Bicycle Club took place Tuesday evening, 3 October, at the residence of Capt. Sholes, when the following officers were elected for the ensuing year: J. H. Wade, Jr., president; J. H. Collister, secretary; C. W. Norman, treasurer, F. T. Sholes, captain; A. S. Hathaway, first lieutenant; J. D. Pugh, second lieutenant; Harry Glidden, bugler. After the election of officers, an adjournment to "Wiesgerber's" was in order, and the club sat down and partook of the good things prepared. The menu was an excellent one, and comprised many bicycle "sundries," such as fluted-fork salmon, elliptical-backbone goose, full-nickelled pie, rubber-handle jelly, etc. After satisfying the inner man, speeches were in order, and every member was

called on to relate experience. Capt. McCune of the Buckeye Club, Columbus, Ohio, favored us with his presence at the banquet. Our club has increased from eight to twenty-six during the year.

SECRETARY.

CLEVELAND, OHIO, 4 October, 1882.

CRESCENT BI. CLUB. — ANNUAL MEETING AND DINNER. — On Wednesday evening of last week the popular Crescent Bicycle Club of Boston held its third annual meeting and dinner at Hotel Brunswick, there being a goodly attendance of members, with several invited guests, these latter comprising President C. E. Pratt of the Boston Bicycle Club, President A. S. Parsons and Capt. C. P. Shillaber of the Massachusetts Bicycle Club, and the editor of the BICYCLING WORLD. Previous to the dinner the business meeting was held, and the following were elected officers for the ensuing year: President, H. P. Robinson; vice-president, J. Freeman Brown; secretary and treasurer, George U. Crocker; captain, E. S. Robinson; first lieutenant, F. B. Bemis; second lieutenant, James Means; buglers, H. W. Keyes and Elmer F. Smith; standing committee, the president, captain, and G. W. Fuller, E. G. Morse, and J. F. Haseltine. The club numbers thirty members, and is in a flourishing condition financially and socially. In the banquet hall, after a leisurely but interesting discussion of the excellent *menu* indicated on an elegantly designed and printed card, President Robinson called up the guests and club orators in the following order: President Pratt, President Parsons, the editor of the WORLD, Capt. Robinson, Capt. Shillaber, Ex-Capt. F. B. Carpenter, Messrs. Fuller, Woodward, and others; who each and all responded fitly, Messrs. Carpenter and Woodward with poems abounding in apt hits and allusions at members and to club events, while Messrs. Fuller and Capt. Robinson recited humorous paraphrases of popular poems with excellent and laughable effect. These were supplemented with club songs and choruses under the direction of the president, the festivities continuing until midnight.

THE Chelsea Bicycle Club takes frequent runs through the suburbs this fine October weather, although it divides itself up into congenial groups for the purpose. On Wednesday evening a special meeting was called at the residence of Capt. Whiting, where, after the legitimate business was disposed of, the company were entertained with a collation and a social sitting.

EX-CAPT. JOHN CLARK of the Kings County Wheelmen has just returned from Europe, and his club comrades, under the direction of Capt. Fisk, gave him a pleasant surprise at his residence in Greenpoint, presenting him with floral tributes and a display of fireworks.

THE Providence Bicycle Club will be the guests of the Boston Bicycle Club

some day this month, when a run to "Cobb's" for dinner will probably be included in the "services."

THE Kings County Wheelmen of Brooklyn are making arrangements for a grand ball, to be given during the present season.

THE Marblehead Bicycle Club has taken unto itself headquarters, a portion of which will be fitted up as a riding hall.

THE Connecticut Bicycle Club sent eight members to the New Haven tournament.

RACES

Coming Events.

14 October. Stenton, Pa. Three-mile bicycle, etc.
20 October. Boston. The fall race meeting of the League of American Wheelmen will be held at Beacon park.

21 October. Pullman, Ill. Two-mile and five, etc.
21 October. Stenton, Pa., one-mile and three-mile bicycle races, in connection with Young America Cricket Club games. Percy C. Madina, 201 Walnut Place, Philadelphia.
26 October. Grand wheelmen's meet and races in connection with the Philadelphia bicentennial celebration.

WHEELING, W. VA., 13 SEPTEMBER. — Half-mile, best two in three, bicycle race; won by B. Hazlett in two straight heats, in 1m. 50½s. and 1m. 49s.; B. Woods second. 15 September — Novices' mile race, won by G. Rudy in two straight heats; times, 3m. 47½s. and 3m. 45s.

FREEHOLD, N. J., 13 SEPTEMBER. — Half-mile bicycle race, best two in three heats; won by A. R. Coleman in two straight heats; times, 1m. 50½s., and 1m. 54s.; S. A. Lockwood, second.

SCRANTON, PA., 16 SEPTEMBER. — Half-mile bicycle race, won by E. H. Wade in 1m 52s.; W. Rockwell, second.

OXFORD, N. Y., 20 SEPTEMBER. — Half-mile bicycle events, best two in three, won by C. E. Tichener in second and third heats; A. M. Creble second, by first and third heats. Time, 1m. 50½s.

DUNKIRK, N. Y., 20 SEPTEMBER. — The first annual meet and races of the Dunkirk Bicycle Club were held 20 September, visiting wheelmen being present from Buffalo, Silver Creek, Fredonia, Portland, and Erie, with the home club, about thirty in all. After parade and a lunch, the races were called. The track, by reason of recent rain, was not in good condition, but the races were quite interesting to spectators. The results were as follows: —

Mile dash — J. P. Forbush of Buffalo, first; H. Hotchkiss, second; Dr. Butler, third. Time, 3m 49½s.

Half-mile — Emil Keller, Jr., of Dunkirk Club, first; Q. W. Parsons, second; J. P. Forbush, third. Time, 1m. 42s.

Slow race — Won by Capt. Smith of the Dunkirk Club.

There was also a quarter-mile race, without use of hands, between A. McDou-

gal and E. Keller, Jr., the former winning in 1m. 4s.

Dr. Blackham of Dunkirk and Mr. Riggs of Buffalo acted as judges, Capt. J. A. Gard of Buffalo as starter, and Dr. L. A. Bull of Buffalo as time-keeper. Messrs. Smith and Hotchkiss did some fine fancy riding, single and double. The day's proceedings closed with a banquet at city hall.

OAKLAND, CAL., 23 SEPTEMBER. — Bicycle races at the grounds of the Olympic Athletic Club, under the direction of the Pacific Wheelmen, showed some excellent path work, although there were not as many starters as usual. The track was in fair condition, but a high wind interfered with the best results. A mile handicap formed between C. Burkhalter at scratch, and J. H. Thompson at 140 yards, resulted in a victory for the former by a few yards, in 3m. 56½s. A second mile handicap was raced by H. C. Finkler at scratch, George L. King at 50 yards, and George H. Strong at 120 yards. All but King made a good start, and Finkler went to work with his usual dash, setting a pace that promised to beat the Pacific Slope record, and for some distance was overhauling King; but his pace in such a high wind told against him, and on the third lap he began gradually to fall back. King, however, now gained well on Strong, getting close up on the last half of the final lap; but he was unable to overtake him, and Strong came in winner in 3m. 10½s., King about two yards second, and Finkler still 60 yards from the finish. A half-mile handicap followed, with King at scratch, Burkhalter at 35 yards, and R. F. Verrinder at 70 yards. King passed Burkhalter and caught Verrinder's handicap at about half distance, and passed the wire two feet ahead of Verrinder with Burkhalter a foot or two third; time, 1m. 34½s. The final event was a time race of one lap (the track is a five-lap one) between King and Finkler, the men riding singly, and was won by the former in 32½s., Finkler's time being 35s.

TAUNTON, MASS., 26 SEPTEMBER. — In connection with the Bristol County Fair, held at this place, there was a bicycle race, in which Taunton wheelmen competed with a horsewoman: the former for prizes, the winner's choice; the woman to receive no prize, but being paid for exhibiting her animals and riding. The bicyclers finished in the following order: John Hardy, first; William Sears, second; Harry O. Baker, third; Herbert Beattie, fourth.

LEWISTON, ME., 28 SEPTEMBER. — Half-mile bicycle race, best two in three, won by F. Moore in two heats; times, 1m. 59½s. and 1m. 57s.

LOWELL, MASS., 5 OCTOBER. — There was a parade of bicyclers from Nashua, Lawrence, and Lowell, supplemented by races at the fair grounds. The latter events comprised two races of one mile each, the first being open only to members of the Lowell Club. This was won

by Bert. Norcross in 4m. 29s.; F. E. Bramhall second. The prizes were gold and silver medals. The second race was open to all amateurs, and was won by F. A. McMaster of Nashua, in 4m. 43½s.; N. Cogswell of Lawrence, second. Gold and silver medals to winners.

ON Thursday of last week, in connection with the fair at Attleboro', John S. Prince, the professional champion, and James E. Mellen, competed in a ten-mile bicycle race, Mellen being allowed one minute start, for a purse of \$200. Prince, of course, won, although by hard racing, in 34m. ¾s. Prince's best single mile was made in 3m. 1½s.; Mellen's best in 3m. 22s. The track, Mr. Prince says, is not a good one for fast riding, on account of the nature of the road bed, which is springy and tractive, like a hard sea-beach.

F. WOOD of Leicester won the 25-mile professional championship, 23 September, on the Aylestone Grounds, defeating Garrard, Howell, Lees, and James, and winning the silver belt and £15 in money.

WILLIAM M. WOODSIDE won the Irish annual 10-mile amateur championship at Lansdowne Road, 23 September, in 34m. 3½s.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Bicycle Tracks.

Editor Bicycling World:—In your issue of the 15th you have an article upon records and tracks, in which you say that the English standard measurement is *three feet from the pole*, and that we can do no better than to accept it. I have been examining back numbers of the *Cyclist*, in an endeavor to find an item in which, speaking of a track the correctness of which had been called in question, the statement was made that it had been remeasured *one foot* from the pole and proved to be correct. This attracted my attention, as I knew our own athletic tracks were measured eighteen inches from the pole, and supposed our standard was the same with the English. When you recently spoke of *two feet* as the proper distance from the pole to measure a track, the question at once arose whether there was *any* fixed line for the measurement of bicycle tracks. And if not, it would certainly be better to adopt the athletic track standard: first, because our sport is a branch of athletics, and should have similar rules; and secondly, because the same tracks are likely to be used for both branches in many places.

Upon the ordinary one-mile trotting track it does not matter materially that it is measured three feet from the pole, because these tracks are usually in such a condition that a bicycle rider cannot ride

far enough inside this line to shorten the distance materially, especially as there are but two curves to make. But in a track of one fourth, one fifth, or one sixth of a mile only in circumference, such as athletic and bicycle tracks usually are, it would make a considerable error when repeated so many times.

Take for instance a quarter-mile track measuring eighteen inches from the pole. If measured three feet from the pole the difference would be about nineteen feet per mile, and on a six-lap track, upwards of twenty-eight feet; and in a long race, as fifty miles, there would be quite a large error in time, would there not? I hope that the matter may be definitely settled before too many tracks are laid out.

GEO. H. STRONG.

SAN FRANCISCO, 26 September, 1882.

The Philadelphia Meet.

Editor Bicycling World:—"Kol Kron," referring to the Philadelphia meet, recently wrote as follows: "Those Philadelphians who are organizing a wheel parade for their city's bicentennial show of 26 October ought to seek from the transportation agents, as the very first of all concessions, an agreement to carry wheels free of charge."

Being in a position to know, I wish to state that this was one of the first things done by the committee in charge of the meet, and I can assure Mr. "Kol Kron" that there was considerable *seeking* done. We waited on the railroad companies as long as we could, in order to embody their rates and concessions in our circular of invitation, and finally went to press without any definite answer from them. While the invitations were going through the press, word came that wheels would be transported free on lines of Pennsylvania Railroad and Philadelphia and Reading Railroad during bicentennial week. The press was stopped, the form changed, and about one half of our invitations contain the desired information. The delay was caused by the two great railways reaching an agreement with each other, and by the absence of one prominent official.

There is but one point in the letter to which I can take exception; and that is the idea of charging for long distances, and making no charge for short distances. I think that bicycles should be carried *all* distances free, as the passenger *pays* according to the *distance* travelled, and the bicycle is certainly baggage. If a united effort is made to show the railway companies that by granting this concession their traffic will be increased, I do not think it will take long to accomplish the desired result.

H. B. H.

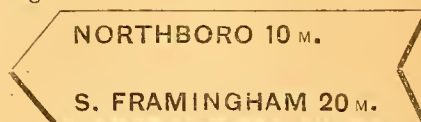
L. A. W. Guide-Boards.

Editor Bicycling World:—Believing that the League is about to accomplish something this year, I hasten to suggest an idea which has just occurred to me, in hope that it may incite thought and practical action at the next League officers' meeting. Next in importance to a gen-

eral appointment of consuls is the placing of guide-boards. Whatever may be done by the League in this direction eventually, much might be accomplished by individual club action in furnishing a few of the best routes while awaiting any formal League action, and this without burdensome expense to any one.

In anticipation of such action by individuals, clubs, or League, I would suggest what will be apparent to all,—the need of some distinguishing feature, and of uniformity in guide-boards for the benefit of wheelmen. What the English practice is, I do not know; but it seems to me an excellent plan for the League to adopt a board with some peculiarity to distinguish it from the common ones, and all would accept and use it, whether acting officially or not. I have considered what this peculiarity may be, and have concluded that shape should be the distinguishing feature of the bicyclist's guide-board rather than color; for any ground color sufficient to be quickly recognized will be too dark to exhibit the letters to advantage, and any ground tints light enough to give contrast with the black letters will be too delicate to withstand the elements, and fading, will leave the board undistinguishable from the ordinary ones. A black letter on a white ground is the best, but this is common to all boards. Any special mark or sign would not be conspicuous enough to be detected at a distance, and the same objection applies to any special form or size of lettering, with the added difficulty of securing uniformity.

It seems to me a simple and peculiar shape may be adopted, which will be free from objections, and I offer the following:—



This is simple to make; would be instantly recognized from a distance, and picked out from any numbers on the same post; involves no restrictions as to color, size, or style of lettering; can be proportioned to receive varying amounts of lettering; is a good shape to letter in any proportion; can be made from any existing boards by merely sawing the ends off; and in fact, seems to answer all the conditions I can think of, in a simple manner. The projecting angle would indicate the direction to be followed.

All wheelmen who have ever toured to any extent, fully appreciate the great value that these or some better boards would have; and I call upon such to take the matter up with me, until something definite is accomplished.

EDWARD K. HILL,
Worcester Bicycle Club.

WORCESTER, MASS., 30 September, 1882.

Cost of a Race Meeting.

Editor Bicycling World:—There has been so much interest shown in, and

speculation concerning, the cost of the tournament held by us last month, that it may not be out of place to present a few figures to the readers of the *WORLD*, for the benefit of those contemplating anything of the kind, showing the cost of carrying out a successful meet.

The following in round numbers were our expenses:—

Advertising.....	\$775
Postage.....	65
Music.....	200
Rent of Park and Rink.....	350
Help on Park.....	110
Incidentals.....	150

Total.....\$1,650

To this sum must be added the cost of the prizes and purses offered, which in this case mounted up much higher than anything ever before offered in this country for prizes for bicycle races. Well, it is over; the dividends have been declared, and the boys who pledged \$50, \$100, or \$200 for the success of the thing are correspondingly happy over their share of the profits. We hope to do it over again next year, and we want to see you all here. 2357.

SPRINGFIELD, 6 October, 1882.

New York Letter.

Editor Bicycling World:—Well, the *Wheelman* is out, and from all appearances is going to be a success. The articles are all well written, and by able men; and being for the most part explanatory of the health and general habits of the bicycle, are well adapted for this the first number of the magazine. Long life to it! The *Wheel* also has come out with a new head-light visible weekly, and we have all been favored with a glimmer in the shape of a sample copy, and great is the consequent rejoicing. I have had the honor of having a gratuitous "ad" given me, at which I am proportionately surprised, and of course pulverized by the brilliant flow of wit, humor, and fact(?) reeled off at me from this second wheel of fortune (or misfortune). I did n't know before that I had been blackballed by the "Manhattan," but if the infallible editor of the *Wheel* says so, it must be so; and I begin to agree with him, as my characteristics are not particularly adapted to a Manhattan standpoint, and my nose is decidedly of the retrousse order, besides being a member of the great and disreputable family of outsiders who would be unable to present the proper medical certificate at their door.

The Manhattan may, as he says, be on too solid a basis to disband; it is, it's true, for where there's nothing to disband, the work is extremely difficult to bring to any degree of perfection. What, in the name of all that's dearest to your sweet hearts, gentlemen of the jury, are we, I ask, to believe, when one half of the club (Bourne) says they have disbanded, and the other denies the little incongruity?

It's very strange, at any rate, that just

at this crisis in the misfortunes of the woe-begone Manhattan, Jenkins should come out with the startling proposition, addressed most perceptibly to the other New York clubs, which are in a very flourishing state with the exception of the Mercury, which is also disbanding, to the effect that they *all* disband and all unite in one large organization, in which the *soi-disant* member of the defunct Manhattan yclept Jenkins, and prime mover of the new scheme, would necessarily take a prominent part. I do not think the Lenox or Ixion will agree, for they are dividing the spoils of the Mercury between them, the Lenox taking the room and lockers, and the Ixion the "fixins." The Citizens are too comfortable to be disturbed, and the New York have other schemes in view. So try again, Fred.

Place writes to us that he has about decided on getting a 57-inch Yale racer; and if he does, he will give our Eastern men a hard row to hoe when we see him again next year. Frank Fullerton has taken away his curiosity, and as Burnell has no room for it at present, has stabled it at some down-town garden, where it is in training for the six-days bicycle race to come off before long, so 't is said, at the Madison Square Garden. I don't know whether he is going to follow the plan the circuses do, and put a monkey or some other unfortunate animal on to run it, or not. I should suggest that he have a man made of iron and steel, to run by steam or electricity, but am afraid to mention it to him. Oliver has been tuning up all this week, and has had his bugle and oil can fresh nickelled, to be ready for the proposed trip of the Citizens to Boston. They leave on schedule Tuesday night, so, Boston, attention!

Pitman and Sanford of Ixion have entered for the Philadelphia races, and the Springfield meet appears to have had such an effect that this time I expect New York will show up pretty well. We hope to meet there our new friends of the East, and with them try and duplicate Springfield; to beat it would be scarcely possible.

If Burnham is going to be at Philadelphia, we suspect he had better be rather "fly," for Pitman is training right along through slush, mud, rain, and cimmerian darkness. CHIC.

NEW YORK, 8 October, 1882.

Sub-Leagues.

I ENTIRELY agree with the *WORLD*'s leader of 29 September in its decided stand for organized local administration of League affairs. A fully equipped State organization can not only accomplish more work, but it is capable of attracting and holding a strong personal interest hardly possible with a scattered membership occupying half a continent. A certain bond of fellowship is almost as indispensable between League members as in the more contracted sphere of the local club.

In adjusting the precise relations between national and State departments, there is room for differing opinions. The subject is well worth the study of League members, and I should like to see it discussed freely in the correspondence of the *WORLD*, preliminary to its consideration at the Annual Meet of 1883. Personally, I am convinced that a slight departure from the original plan of the League will suffice to confer all needed State rights, and leave plenty of scope for the gratification of local preferences. The admirable constitution now in force occupies a broad ground, and by its provisions State boards are privileged to follow any scheme of self-government consistent with the simple rules adopted by the League.

I see no advantage in adding to the machinery of the present system by organizing under a separate code of by-laws in each State. A board of officers elected by State votes and supported by an ample staff of consuls ought to form an adequate executive committee for all practical purposes. On the occasion of State meets, races, and excursions, it would be highly proper to choose special officers to discharge the honorary duties of the time. The president of the State board is appointed by the constitution. The duties of secretary and treasurer should, I think, be performed by the representatives; for unnecessary multiplication of officials generally hampers efficient action. The road rules and racing rules adopted by the League are all that could be desired, and it is evident that any local rulings on these points would only lead to complications.

I should be in favor of denominating the State organizations by a title different from "League," if for no other reason than to save confusion. A league within a league seems a little incongruous when we call to mind the customary uses of the word, and is liable to suggest the thought of opposition or disloyalty to the central government of the League. I think a copyright of this title fairly belongs to the national body of wheelmen, and that a filial respect to the dignity of a parent organization would grant it. There are several very good substitutes for the name. The Canadian Wheelmen's Association has hit upon an excellent one. (It is to be hoped that this promising scion of the Queen's Dominion will decide to continue its allegiance to the old name while doing itself honor under a new one.) "Massachusetts Association of Wheelmen" might answer for this State, though I should be content with the simple appellation "Massachusetts Division," and thus clearly indicate its subordinate character in the relation of a part to the whole. If uniformity is desirable in this matter, this hint may be generally acceptable; but a variety of suitable names will doubtless occur to the seeker after something new.

If I seem to imply anything like a criticism of the commendable promptness

shown by those States, counties, and cities whose sub-leagues are now in active operation, it is without intention. I only wish to appeal to those who are just now in the act of establishing branch organizations of the L. A. W. not to lose sight of the paramount claims of this pioneer body of wheelmen to their cordial respect. It should be a pleasant duty to help sustain an American institution whose traditions will in a few years challenge the interest and regard of the youthful 'cyclers of to-day.

Why cannot the League of American Wheelmen in time reach that height of prestige characterizing the present history of a foreign institution whose branches spread across the ocean to find willing support among our wheelmen? The province of the American League is continental. Let us not rest till we can boast, American-like, of outdoing all other nations in breadth, strength and numbers. FRED. S. PRATT.

WORCESTER, MASS., 7 October, 1882.

Columbus to Chillicothe.

Editor Bicycling World:—On Sunday forenoon, 10 September, at five o'clock, Capt. McCune, Lieut. Eldridge, and privates Tress, Flowers, Lindenberg, and Wray, of the Buckeye Bicycle Club, started for Chillicothe, about fifty miles south, intending to make the run to and return trip from that place in a day, and thus add six names to the small roll of "hundred milers." Shadeville, distant ten miles, was to be breakfast point, the meal having been ordered for six o'clock sharp. Punctually at that hour the ambitious six came wheeling, legs over, down the hill to the Shadeville House. Breakfast was not ready on time, and it was past seven o'clock before the rubber-hoofed steeds were called into service again, and the making of narrow, serpentine bicycle-wheel tracks begun in the deep dust covering the highway that led to Chillicothe. Five miles below Shadeville a small unbridged brook crossed the road, but through this the wheelmen went without accident, except to Flowers, whose wheel coming in contact with a round stone threw him. No damage outside of a slight wetting. Some few miles farther on a watermelon patch received the kindest attention from the riders. Slightly heavier and much fuller, the bikers again mounted, and at 9.15 halt was called at Circleville, twenty-seven miles distant from Columbus. After a half-hour's rest, "Boots and saddle" sounded from our jovial captain's fog-horn duplex whistle, and along a beautiful pike, free from ruts, sped the boys. Six miles had been wheeled, when halt for milk was called. This drink taken, into saddle again, and only one poor little mile had been pedalled, when that torment, that miserable abomination of bicyclers, a freshly gravelled road, came forward, and for six long miles our wheelmen pushed and tugged, and said one to the other, "This is Hades!" But the gravel was finally left behind, and one of

Fairfield County's finest sandpapered roads commanded the delighted attention of the Bucks. Five miles out of Chillicothe, the ambitious six were met by five members of the Chillicothe Club. At half past twelve Chillicothe was reached, the twelve miles from Kingston having been made in fifty-five minutes. After dinner, cigars, easy-chairs, and shady places having been found, "sweet rest" was enjoyed until two o'clock. Then, at the captain's signal, the pigskins were once more pressed, and with hopes of success, the return half of the journey taken up. After leaving the town, and fairly on the road, the fact was apparent that a northerly gale was blowing. Steep hills that looked beautiful for coasting had to be pushed down, so strong was the wind. Warned by the gravel experience of the morning, the river road to Circleville had been chosen instead of the Kingston pike. For twenty-five miles—the distance from Chillicothe to Circleville—it was push, push, push, all the way, every inch of it dead against a head wind, which the United States signal officer at Columbus reported as blowing from fifteen to eighteen miles an hour all that Sunday afternoon. Circleville was not reached until 5.30 o'clock, and with hands in which cramps were being felt, the boys dismounted, and a council of war was held. It was finally decided to not push on, as the lamps had been left at Shadeville, seventeen miles distant, and it would be dark before that place could be reached; the wind was rising even higher, and as the road lay directly north, and the wind was from that point, wisdom prevailed, and it was finally decided to lie over for the midnight train. The troubles were not over yet however, for a freight train off the track delayed the midnight passenger until half past seven in the morning. Deceived by the operator, who all night assured the boys that the train would be in in at least a half-hour, the bicyclers sat around, lay around, and slept around the station, all that night. It was not with regret that good-by was said to hard benches and harder baggage trucks.

Notwithstanding their failure in the attempt to make the hundred miles, which failure can be attributed only to exceedingly heavy wind, all are satisfied with the day's record, which was: Distance travelled, seventy-four miles, McDonnell cyclometer measurement; on the road, twelve hours ten minutes; time in the saddle, seven hours and forty minutes. The mettle of the boys is up, and the trip will yet be made. All that is asked is that Old Probabilities give us dry roads, keep the greater portion of the winds bottled, and grant the wheelman "a fair show for their white alley." J. W. W.

COLUMBUS, OHIO, 21 September, 1882.

The Baltimore Road Race.

Editor Bicycling World:—Saw your note on the question of Morris and Frye's time as compared to that made in the 50-

mile championship at Baltimore. We supposed you had a regular correspondent here, and so did not send you returns. The leaders' times for each five miles are set herewith. As to track measurement, Simon J. Mathuel, city surveyor, twice surveyed the course and put down the stakes; he also prepared a map of the Lake course, giving the position of the $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, 2, 3, 4, 5, 10, 15, 20, 25, 30, 35, 40, 45, 50, and 100-mile marks. His written certificate is on this map, which is framed and in our possession. The names of judges, etc., were published in the *Spirit* of 15 July. We trust this is satisfactory. "C."

Correspondent Spirit of the Times.

FIFTY-MILE ROAD CHAMPIONSHIP. — Druid Hill Lake, Baltimore, 8 July, under the auspices of B. B. B.'s and L. A. W. sanction:—

	HRS.	MIN.	SEC.
5 miles, R. F. Foster.....	19	29	$\frac{1}{2}$
10 " " " ".....	39	24	$\frac{1}{2}$
15 " " " ".....	58	54	
20 " " " ".....	1	19	45 $\frac{1}{2}$
25 " " " ".....	1	43	$\frac{1}{2}$
30 miles, C. H. Jenkins.....	2	3	18
40 " " " ".....	2	47	57
50 " " " ".....	3	35	34 $\frac{1}{2}$

Judges: B. H. Haman, D. McK. Cooke, D. Stewart. Timers: W. C. Scribner, J. L. Turner, J. Ulman. Referee: L. I. King of Boston. BALTIMORE, 7 October, 1882.

A Western Long-Distance Run.

By previous arrangement, on Thursday morning, 5 October, four members of the Champion City Bicycle Club, Springfield, Ohio, left the Lagonda House, Springfield, for a hundred-mile run. The party was composed of President Crothers, Capt. Kirkpatrick, R. A. Worthington, and Ed. Barnett. The following is an outline schedule of the run: Left Lagonda House, Springfield, at 6.03 A. M.; reached Mechanicsburg (nineteen miles distant) at 8 A. M.; stopped five minutes and proceeded, reaching Marysville (nineteen miles) at 10.15, being detained on the way by numerous scary horses, there being a county fair at Marysville that day; stopped here ten minutes, and proceeded toward Delaware; found a mile and a half fresh gravel, over which we were absolutely compelled to walk; reached Delaware at exactly twelve o'clock. Had dinner and were ready to start back at 1 P. M., when Barnett discovered that his seat spring was cracked. An hour was consumed in repairing it, and we got off a trifle before two o'clock. On the return trip the same time was made as on the up trip, stopping at Mechanicsburg for supper, and reaching Springfield again at 8.15 P. M., having covered the one hundred and ten miles in 14h. 12m., including all stops. The actual running time, as will be seen, was about twelve hours, an average of a little over nine miles per hour.

The only unpleasant features of the run were the sudden sickness of President Crothers, which compelled him to turn back when but fairly started, and the fact that the captain dropped off after having made seventy-six miles. However, we do not consider this a reflection upon his ability, as he has been under

medical treatment for his lungs for some weeks, and an overstrain might have produced bad results.

Considering that we are all but a trifle over a year old in bicycle riding, and taking into account the roughness of our roads, we are inclined to think this a very fair record. We hope to beat it, however, before winter sets in. DON.

Æolus to the Front!

THE LONG-DISTANCE CLUB RECORD BROKEN.
—ONE HUNDRED AND THIRTY-SIX MILES
IN 21H. 3M.

ON Thursday, 5 October, six members of the Æolus Wheel Club of Worcester appeared at the Union Station, and took the cars for South Framingham at 5 A. M. The party consisted of Holland, mounted on a 54-inch Expert; Midgley, 54-inch Matchless; Harwood, 52-inch Expert; Higgins, 50-inch Expert; Greene, 54-inch Harvard; and Blacker, 52-inch D. H. F. Premier. The start was made from South Framingham at 6.02, passing through Natick, Wellesley, Newton, Lower Falls, and Watertown, arriving at the Cattle Fair Hotel, Brighton, at 7.40. Fifty-seven minutes' halt was made here for breakfast, and at 8.37 wheels were again mounted, and we passed through Cambridge, Medford, Malden, and Saugus, to Lynnfield, which was reached at 10.55; thence through Peabody, Danvers, and Beverly, to Ipswich, which was reached at 1.23, the three cyclometers registering from fifty-five and one fourth to fifty-five and one half miles. Four minutes' rest was taken at Malden, four minutes at Saugus, fifteen minutes at Lynnfield, and ten minutes at Danvers. Total time on road, 7h. 21m.; halts, 1h. 30m.; riding time, 5h. 51m. Dinner was taken here, and at 2.10 Holland and Midgley mounted their wheels for Worcester, passing through Salem at 3.25, Lynn 4.15, Malden 5.08, Brighton 6.07, where supper was taken, South Framingham 9.40, Southboro' 11.35, Northboro' 12.55, Shrewsbury 2.05, and Worcester at 3.05; 1h. 57m. being consumed in halts between Ipswich and Worcester. The total time for the one hundred and thirty-six miles, 21h. 3m.; halts, 4h. 14m.; riding time, 16h. 49m.

Higgins and Greene took the cars at Salem for home. Harwood and Blacker left Ipswich on their wheels at 2.50, passing through Salem and at 4.20, arriving at Lynn at 5.23, where cars were taken for home. Total time on road for the seventy-three miles, 11h. 21m.; halts, 3h. 7m.; riding time, 8h. 14m.

The Æolus boys are a little elated over the performance of Holland and Midgley, and propose to celebrate some evening this week. Which is the next club to break the record? ÆOLUS.

Boston Ramblers' Long Run.

THE Boston Ramblers accomplished on Saturday the second longest all-day bicycle club run in America, covering one

hundred and twenty miles, the riders finishing in first-class condition. At 4.50 A. M. the following members started from headquarters: A. H. Forbush, H. B. Smith, W. P. Haskell, and E. R. Benson. They reached Waltham at 5.40, then, turning, rode through Auburndale, Newton Lower Falls, and Wellesley, to South Natick, which was reached at 6.35. Stopping here for three quarters of an hour for breakfast, they again mounted and rode back to Waltham, then on through Lexington, Arlington, Medford, Malden, Lynn, and Peabody, to Salem, which was reached at 11.35, the cyclometer registering fifty-seven miles. Stopping here one and three quarters hours for dinner, they then proceeded to Gloucester, which was reached at 3.45. Making a short stop, they rode back to Salem, where, after supper, they were joined by several of the Hawthorne Club, and at eight o'clock started for Boston by way of Swampscott, Lynn, Malden, Medford, and Cambridge. At Medford they were joined by the other members of the club, and reached the Hotel Vendome at 11.50 P. M., their cyclometers registering just one hundred and twenty miles. The total time consumed was 19h.; the stops amounted to 7h. 8m.; the actual running time was 11h. 52m.; the average distance per hour was ten miles. The Boston Ramblers are all young men, and the club was formed only the present season; and it is entitled to great credit, not only for this performance, but for its general enterprise and activity.

Safety Bicycles.

[FIRST ARTICLE.]

NOT long after the evolution of the bicycle from the ancient bone-shaker, — which was itself only the century-old Draisine with cranks added, — the freakishness of the steel steed became recognized, and search began for a modified machine which should add safety without impairing other material good qualities. One of the early patterns ran the small wheel foremost, Star fashion, the rider bestriding it and driving the large one by means of a long lever connection beneath and behind him; out of this soon-abandoned pattern grew the central-driving Challenge tricycle. Another pattern, the Poney, had a small wheel, which a man of ordinary legs could drive by a secondary crank pivoted on the extremity of the ordinary one; when the fixed crank was down, the swinging one hung below it, carrying the pedal down for the length of both cranks and so allowing the legs to be at stretch without striking the handle bar; at the same time the swinging crank on the opposite side of the machine doubled or shut up on the fixed one by its own weight, bringing the pedal down to about the height of the axle. This simple and ingenious device accommodated long legs, and permitted the use of a wheel about five inches under regular size; but it proved not practical, and went into the limbo of fail-

ures, together with a dozen other devices. The well known 'Xtraordinary Challenge was the first, and for several seasons the only successful device for securing safety without paying too much for it. Its governing principle is "rake," the backward tendency of the machine being increased by the weight of a 22-inch rear wheel; at the rim of the wheel the steering head takes a bend so that the head itself has only about the ordinary rake, the spindle thus being in a line not coincident with that of the fork, but in one directly toward the point of contact of the rim with the ground. Queer-looking "grasshopper" levers convey motion from foot to wheel. This machine has already been illustrated, described, and eulogized in the WORLD, — the eulogist, I believe, being a wheelman who had never tried the machine; and as I have never done so myself, I must criticize carefully. The safety intended is admittedly secured, but the price paid for it, as well as the defects in construction of the 'Xtraordinary itself as made, have been warmly discussed in the English wheel press. The upward trend of the steering head is intended to counteract the steering difficulty caused by the great backward slope of the fork, but I conclude that this is done only imperfectly. The only rider of the 'Xtraordinary whom I personally know has told me that the wheel persists in "wobbling" as soon as a considerable speed is attained, and I find this confirmed in the discussion just mentioned, the reason generally assigned being that the wheel is so far forward of or outside of the fork. I have also seen great complaint of poor construction, the centres for example (as was said in some cases) not being hardened at all, although the machine must naturally impose unusual wear on them. The great rake also apparently causes a "drag" by the weight on the rear wheel, especially up-hill; I cannot make it seem otherwise than that this must be so, although some dispute it. The defects in construction are, I believe, now somewhat mollified, but those in plan are irremediable. By altering the levers a very large wheel could be brought within reach of the leg, and this might suit our "geared-up" and "ratchet" friends whose destiny commands them to travel thirty to one hundred miles an hour *per pedem*; the inventor, if I remember rightly, once made an 'Xtraordinary with a 72-inch wheel just for experiment, but never a second one. On the other hand, the levers could be applied to a small wheel, but this has not yet been done. The machine, thus far, makes no claim — at least no well-founded and direct one — to either especial power or speed; it simply sets the rider farther back, gives him more safety weight on his rear axle, and enables him to propel and guide notwithstanding the rake. A safety machine of the same style, differing scarcely from the 'Xtraordinary, except in the mode of working

[Continued on page 597.]

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

MARIETTA Bk. CLUB.—Additional: Jonas E. Wilmer, Marietta, Pa.

MANCHESTER Bk. CLUB.—Additional: A. E. Batchelder, Manchester, N. H.

ROCKINGHAM Bk. CLUB.—Additional: Wm. Wallace McIntire, Portsmouth, N. H.

UNATTACHED.—J. W. Packard, care of Warren, Packard & Co., Warren, Ohio; Fred. W. Gebhart, Wayne street, Dayton, Ohio.

FALL MEETING OF THE BOARD OF OFFICERS.—The fall meeting of the board of officers of the League of American Wheelmen, which was announced for 13 October, has been postponed to Friday, 20 October, when it will be held at Hotel Vendome, Boston, at ten o'clock, A. M.

This postponement has been rendered necessary because of a misunderstanding as to the sending of notices; and it is hoped that the additional time given will insure a full attendance.

Every chief consul and representative should make it a duty to be present. Per order of
W. H. MILLER, Pres. L. A. W.

NOTICES OF PROPOSED AMENDMENTS TO RULES.—As required by Rule 36, notice is hereby given that the following amendments and additions to the rules will be offered at the coming meeting of the board of officers. Addition to Rule 8:—

"Consuls shall be prepared to give any information as to roads, hotels, laws, and other matters of interest in their localities, to members of the League calling upon them in person or by letter; they shall keep their State officers informed from time to time by reports; perform such duties as the latter may require of them, and generally promote the interests of the League."

Proposed by Chief Consul F. S. Pratt, and a further addition proposed by A. S. Parsons, as follows:—

"Consuls' term of office shall expire 1 July, but they may be removed for cause by the president."

Amendment to Rule 8. "Recommend" in place of "forward" in first line, and strike out "for appointment the" in second line; so that it shall read: "Representatives shall recommend to their chief consuls' names of members of the League to serve as consuls," etc.

Amendment to Rule 21. In second paragraph, first line, after "each member," insert "who was admitted, or whose dues were paid up to the 1st day of March." In fourth line, strike out "these blanks shall be filled out," and insert "each vote shall be signed by the member voting it."

Amendment to Rule 25. In last line but one, strike out "taught or."

Amendment to Rule 26. Strike out all after the first two lines.

By Representative C. L. Clark of Massachusetts:—To amend racing rules by defining a standard of measurement for bicycle tracks.

Massachusetts Consuls Appointed.

Editor Bicycling World:—I hand you a list of L. A. W. consuls appointed for Massachusetts. All had accepted the post before receiving certificates. Full addresses will be given later. Nearly every letter has expressed a warm interest in the success of the League, with pledges of diligent attention to consular duties. There are twelve additional names remaining to be heard from at this time:—

Attleboro' Falls, E. C. Stanley; Belmont, R. M. Diaz; Boston, W. B. Everett; Braintree, Chas. A. Pitkin; Brighton, Philip L. Aubin; Cambridgeport, Frank W. Power; Chelsea, Chas. H. Fowler, Jr.; Gloucester, J. S. Webber, Jr.; Haverhill, J. Fred. Adams; Holyoke, Jas. S. Newton; Lawrence, Thos. S. Webb; Marblehead, George Chinn; Milford, Arthur H. Ball; Newburyport, Fred. A. Nield; Northboro', J. O. Hatch; Peabody, King Upton; Provincetown, Wm. R. Mitchell; Roxbury, Chas. H. Currier; Salem, Jas. P. Burbank; Sharon, L. H. Shepard; Somerville, Frank G. Parker; Southboro', Chas. A. Hobbs; Southbridge, George M. Lovell; Worcester, Edw. F. Tolman.

League hotels are appointed as follows:—Haverhill, Eagle House; Ipswich, Agawam House; Lawrence, Franklin House; Lowell, American House; Salem, Essex House; Sharon, Cobb's Tavern; Worcester, Lincoln House.

FRED. S. PRATT,
Chief Consul Mass.

7 OCTOBER, 1882.

Massachusetts L. A. W. State Run.

MASSACHUSETTS L. A. W. members are hereby notified that a run will be made on Saturday, 21 October, to Cobb's Tavern, Sharon; start to be made from Trinity square at 9 A. M. Dinner (at 50 cents) will be served at Cobb's at 1 P. M.; after which a State organization will be effected. The return to Boston will be made via Chestnut Hill Reservoir. Club secretaries and individual L. A. W. members are requested to notify the chief consul as soon as possible of their intention to be present. Per order,

F. S. PRATT, C. C.,
Worcester, Mass.

ALL L. A. W. members from other States are cordially invited to join in this run.

To the L. A. W. Chief Consuls and Representatives:—The League of Ohio Wheelmen at its last meeting, held in Columbus 29 August, referred the matter of securing free transportation of wheels in this State to the executive committee. This committee, in its appeal to the different railroads, wish to enumerate the roads throughout the country which have granted this privilege. Please, therefore, furnish me with this information, as far as the railroads in your respective States are concerned, and any other data pertaining thereto, either through the columns of the *WORLD* or in a personal letter. Fraternally,

H. S. LIVINGSTON, Pres. L. O. W.,
Cincinnati, Ohio.

CINCINNATI, 30 September, 1882.

[SAFETY BICYCLES—Continued.]

the pedals, was introduced by the Coventry Machinists' Company a couple of years ago, but has been abandoned.

A very novel machine was brought out this year. The backbone of an ordinary bicycle runs over forward and carries a second small wheel; the large wheel and the rear one are rigidly fixed in line, the small forward one being the steerer. Croppers are obviously made impossible, but the other advantages claimed seem to me rather fanciful if not ridiculous, and I doubt if the Atlantic Special will survive its first season.

The Otto is another novelty, now, I think, in its second season. It resembles an ordinary equal-wheeled tricycle with the steering wheel omitted. The seat is suspended (virtually) below the wheel centres; each wheel is driven independently from a pedal shaft connected by steel bands; to steer, a spade handle is turned as in the tricycle, a handle being placed on each side; turning either handle

raises the pedal shaft on that side, slackening the driving band and taking off the power, at the same time putting on a brake. A safety wheel borne clear of the ground sustains the machine behind when the rider tips toward the rear. The machine is a queer one in every respect, requires especial learning, is ticklish down-hill, and has some dangers which I have seen darkly hinted at, but have not seen stated. I have heard of a specimen having been seen in this city, but have been unable to get on trail of it. The price is high enough to be prohibitory, in America at least, and the Otto does not seem to have taken any hold of the market as yet.

The Devon is an ordinary pattern, with a higher and longer spring and a saddle set a little farther back. The pedal is at the end of a short bar, which bar is pivoted near its middle to the crank; the forward end of this bar has its fulcrum at the end of a long rod, which is jointed to the top of the fork and swings freely therefrom. The foot describes an ellipse and does not go forward of the wheel centre. A considerable degree of safety from croppers is attained by this device, but I do not learn that it is making much progress in getting into use.

Several recent machines use the ratchet for propulsion. This is capable of use to attain some degree of safety in combination with a small driving wheel; but the ratchet necessarily involves the loss of back-peddalling, and introduces such practical objections—although it sometimes claims ability to interchange power and speed at will—that I do not believe it will come to anything, on bicycles at least.

Remaining safety bicycles—abandoned patterns being ignored—are of the small-wheeled type, and several are in market. One has a toothed wheel hung below and behind the wheel centre and worked by a crank as usual, which wheel (with an intermediate idle wheel) gears with the axle, "gearing up" being resorted to commonly. Several others are difficult to describe without a cut; but they are not advertised, and are not, I think, finding much success in seeking the market. One other, the Facile, is, however, so free from practical defects and is so rapidly making its way abroad that I shall devote a second article to it.

JULIUS WILCOX.

NEW YORK, 8 September, 1882.

CORRENTE CALAMO

The Falls City (Louisville) Club has twelve members.

The League run will be to "Cobb's," at South Canton, for dinner, and return.

EIGHTEEN wheelmen were dined at "Cobb's" tavern, South Canton, Sunday.

THE Champion City Bicycle Club is looking up winter quarters. Cook and Worthington rode 103 miles recently.

WILL FRANCKE of Louisville has wisely ordered, for use on the track, a 40-inch racer.

TRINITY SQUARE, Boston, at 9 A. M. sharp, is the order for the State run of League members.

THE makers of the National tricycle recently received an order for nine tricycles from America.

It is reported that the makers of the American Star are turning their attention to tricycle construction.

THE fall meeting of the L. A. W. board of officers has been postponed to Friday of next week, 20 October.

CAPT. E. C. HODGES of the Boston Bicycle Club has returned from the Maine jungles "bearded like the pard."

ALL right, "Meteor"; Billy Bernhardt says you can pass in. But hold on, Jackson! St. Peter wants to see *your* pass.

CUNNINGHAM & Co. have received a supply of the Challis stop bell, which is used very extensively by English wheelmen.

THE Louisville *Argus* says that the American Sanspareil roadster is used and much liked by Salem (Ind.) wheelmen.

PRINCE has several engagements to train riders for the League championship race, to be run next week at Beacon Park.

THE Boston Ramblers make a run to Salem Sunday, dining at the Essex House. Leave headquarters at ten o'clock A. M.

JAMES TRAVIS of Ovid, Mich., has a tricycle, the English price of which was \$88, but tariff and other dues increased the cost to \$175.

CONSUL CHINN of Marblehead gives in the *Register* a pleasant account of the run of himself and a companion to attend the Goffstown races.

OFFICERS of the L. A. W., attention! The annual fall meeting of your board will be held at Hotel Vendome, Boston, 20 October, at 10 A. M.

MEMBERS of the League residing in other States are cordially invited to join in the Massachusetts League run, on Saturday of next week.

MR. C. BARROWS of the Boston Club sailed for Guatemala on Saturday last. He goes on business, and if satisfied with the prospects will make his home in that country.

THE Pennsylvania Railroad and the Philadelphia and Reading Railroad will transport passengers' bicycles free during the week of the Philadelphia bicentennial celebration.

THE superior "form" in which many of our local racing men appear on the track, as compared with others, is due to the excellent training and coaching they get from John S. Prince.

Who will join the first grand run of League members next week Saturday, under the auspices of the Massachusetts division of the National League?

A WALTHAM tricyclist was seen the other day mounted on a Coventry Rotary, upon which he had fixed an auxiliary seat, and on this was seated a little girl of a dozen years. He was making good speed.

THE Attleboro' Fair authorities refused to recognize the amateur wheelmen this year, and put their patrons off with a rather tame affair in the shape of a professional handicap; and Stall is avenged.

AND now the Æolus Wheel Club of Worcester goes to the front with one hundred and thirty-six miles in a day to its credit! The Boston, Massachusetts, and Ramblers' Clubs must brace up again. Which will be the first to make it one hundred and fifty miles?

DAILY runs of one hundred and twenty-five miles or less are no longer of sufficient importance to be recorded, except by brief mention, as noteworthy events; and the next legitimate bugle blast of triumph must be for nothing less than one hundred and fifty miles.

By an unfortunate error, the number of WORLDS printed last week was insufficient to supply the demand, and we are left without papers to use in binding at the end of the volume. We shall be obliged if parties who do not keep the paper on file will send us their copies.

WE saw, at the rooms of the Pope Manufacturing Company last week, the first Expert racer. The machine was built by hand, and so far as appearance goes, looks well. It test has yet to come. Its weight is thirty-one pounds; it has a handle bar thirty-one inches long, and is fitted with racing spring, etc.

CAREFUL measurements of the track at Beacon Park were taken last Saturday, and the discovery was made that it is exactly a quarter-mile circuit *at the pole or curb*, thus making the travel line forty yards or about four seconds too long. Therefore, hereafter races are to be started from forty yards in front of the finish.

COME, wheelmen of leisure, and all you who have not taken your annual vacation yet, brace up for the Philadelphia meet. The Quaker bicyclists are bringing up all their heaviest guns for the battle, and want every man's assistance to conquer adverse public opinion; and after the fight, the feast, you know.

Dear *Wheel*, League races at other distances than two miles and five miles (the only ones surrendered to the N. A. A. A.) may be made interesting. There are ten, twenty, and twenty-five mile events yet to be established, and it is for the L. A. W. to do it; or even a half-mile race would not materially compromise its dignity.

WE have received a charming photograph of little Davy Grant, the twelve-

year old bicyclist, who, costumed as a little miss, attracted so much admiration at the Franklin (Pa.) tournament by his graceful and skilful riding. He was presented with a handsome gold medal by the directors of the Venango County Agricultural Association.

THE *Wheel* reports: "After the spirited contest which McKee & Harrington (of New York) have had with the Pope Manufacturing Company, for something over two years, in two suits, they have last week *consented to a decree against them, and have taken a license from the latter company to sell off their machines on hand.*" The italics are ours.

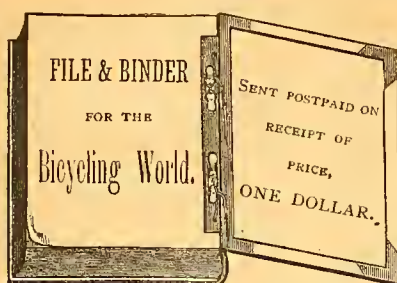
E. R. BENSON and W. P. Haskell of the Boston Ramblers reside in Cambridge, and as they rode from thence (three and a half miles) to join their comrades at Hotel Vendome for the run from thence, and then rode back home after the run, are to be credited with seven miles more than the others; that is, they rode for their share 127 miles.

WILL ROSE, after much tribulation over Illinois prairies, Iowa hills, and Nebraska plains, reached Cheyenne, Wyoming Territory, and having traversed with his bicycle nearly 1,400 miles, concluded to abandon his intention of reaching the Pacific coast this season, as it was so late there was danger of his getting snow-bound among the Rockies. He did n't care for the Indians.

FRANK S. COOK, Ed. C. Maxwell, and Arthur Worthington left Springfield, Ohio, Saturday, at 10 P. M., and arrived at Mechanicsburg at midnight; left there Sunday at 8 A. M., rode to Delaware, thirty-two miles; back to Springfield, fifty miles, arriving there at 7:30 P. M.; went from there to Yellow Springs and back, eighteen miles, arriving home at 10 P. M.; total day's ride, one hundred miles.

THOSE who remember the discussion on "tires," which was published in several numbers of the *WORLD* last winter, will be interested to know that Mr. Pressey has put his ideas therein expressed into practical shape, and given to the new Stars a wide rubber tire. Two Star machines, one with the old-style tire and one with the new, were ridden at the late New Hampshire meet. The riders, who came into town from a distance, voted the new tire to be a marked improvement over the old.

It is stated that Capt. Stewart of the Eagle Bicycle Club of Lynn recently took his bicycle with him on an excursion to Prince Edward Island, and arriving there, deposited \$60 with the customs officers as guaranty that the machine was to come back with him, and not stay on the island, and on his leaving for home the amount was refunded. At Boston, however, when he got here, the revenue officers would not give him his bicycle except by payment of the usual thirty-five per cent. duty, notwithstanding his statement of the action of the Prince



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Volume V.
Number 24.

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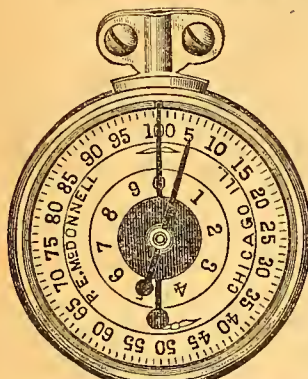
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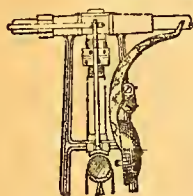
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Manchester to Milford, N. H.

FOUR members of the Manchester (N. H.) Club recently made a fraternal visit to Milford's lone rider, Mr. J. P. Melzer, and were treated to an inspection of his very complete collection of stuffed birds, etc. It will pay touring wheelmen to hunt him up. The road to Bedford (4 miles) is about half sand and hill riding (and walking); but from Bedford to Amherst (7 miles), and Milford (3 miles), the north road averages good, for strong riders, having a good surface, with few bad hills, though plenty of small ones. The south road was taken on the return trip, and found to be more sandy, with more bad hills. SCRIBE.



As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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To Contributors.

Write only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 FEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 20 OCTOBER, 1882.

THE LEAGUE.

WE trust that the officers of the League, at their meeting to-day, will give more than a passing attention to the subject of State, county, and other sectional wheel organizations, which are beginning to form in various parts of the country. These are the natural outgrowth of wheelmen's desires for something tangible, and are likely in time to swallow up the interest which ought to be felt in the National League, unless the latter shall do something to make itself felt as an immediate friend and co-worker with every member and club everywhere. There ought to be no necessity for these independent associations, nor even for distinct State divisions under the L. A. W., if only the officers, both Na-

tional and State, would keep themselves in communication with each other, and with their consuls, to learn sectional, local, and even individual wants and happenings. The plan of the League is ample to meet all requirements of its members; it only remains for the officers, and particularly the chief consuls and representatives, to use their best endeavors to carry out the details. It is too near the time of the meeting for us now to more than suggest the subject to the attention of the board, hoping that they may be induced to devote a large portion of their sitting to a consideration of the question. How best may the interests of the League of American Wheelmen be subserved, its usefulness enhanced, and its integrity as a strong national organization be maintained?

THE AMATEUR RULE.

IN our last issue, among several notices of proposed amendments to the L. A. W. rules, to be submitted to the board of officers at the meeting to-day, were two propositions to change rules 25 and 26, in relation to amateurs and professionals. These rules were considered and adopted at the general meeting of the League in Chicago last May; they express the ideas and wishes of the great majority of the members; they are in harmony with the rules of the Bicycle Touring Club, and of the National Athletic Association; and although the board of officers may have the power to change the entire code, and the constitution itself, at its discretion, it should be wary in exercising that power against the desire of the general body. The rules in question are not local ones, nor were they framed to meet the circumstances of individual cases; but they are founded upon broad principles of proven merit, and meet the general wants of wheelmen, as well as being identical with those adopted by the leading associations with which the League is closely allied. It is with regret therefore, that we notice this attempt to change them, adopted as they were by the old board of officers, whose action was confirmed by the general convention. These changes, if made, can only do harm, as tending to create more laxity among wheelmen, and to lower the tone and standing which bicycling now holds among other athletic sports. We earnestly urge, therefore, all members of the board to carefully consider the proposed amendments, and their probable intent and effect, and not thoughtlessly or indif-

ferently permit so important an alteration to pass unchallenged. These rules were not lightly made; they were the results of much thought and discussion; each sentence was thoroughly weighed and examined, and no rule in the entire code has been so carefully prepared nor so jealously watched and nurtured as these.

WHOLLY FIGURATIVE.

MR. PRATT, in the *Wheelman*, referring to the examination of the president of the Pope Manufacturing Company by the tariff commission, says: "This gentleman was well qualified to represent the bicycling industry of the United States in its various phases, as well as bicycling and tricycling interests of every variety amongst the users of these machines." As his testimony was largely made up of figures, both of speech and numbers, let us examine a few of the latter, and perhaps we may be better able to judge of the gentleman's qualifications. While adhering to the letter of his recitation, Col. Pope is glib and at times eloquent; but when his carefully prepared remarks happen to be broken in upon with some relevant but unforeseen question by a member of the commission, he gets a little mixed, as it were, and has to answer at his own discretion and without the aid of his legal prompter, the latter's theoretical knowledge of mechanics and business not fully anticipating all the cross-questioning to which the Colonel might be subjected. For instance, in the report of the interview which he and Mr. Pratt allowed to be published in the *Wheelman* occurs the following: —

Question (by Commissioner Oliver). What do bicycles weigh? Answer. They weigh from forty to fifty pounds.

Q. How much of that weight is steel? A. I should think all but ten pounds at least, — say from thirty to forty pounds. . . . Some of it costs fifteen cents a pound, and that would be about six or seven cents for the duty.

Now taking the Colonel's figures at the maximum, forty pounds of steel at twenty-two cents (which includes the duty) would amount to \$8.80 as the largest possible cost of steel in a bicycle made in this country from imported material. Again to quote from the report: —

Q. Have you made any estimate of the duties you pay? According to what you have stated, you do not pay over \$2 or \$3 to the government for every bicycle. A. Yes, we do. The cost of

steel in a bicycle is at least \$30 before you do any work; at forty-five per cent duty, that would be nearly \$14.

There is surely some discrepancy here. Thirty dollars' worth of steel at twenty-two cents a pound would put into a bicycle one hundred and thirty-six and four elevenths pounds, exclusive of rubber, horn, cement, leather, etc.; and we do not believe either of the Colonel's three machines weighs so much. Or if he uses only forty pounds of steel which cost \$30, the cost per pound must be seventy-five cents; or one hundred and thirty-six and four elevenths pounds at seventy-five cents would make the cost of the steel \$102.27; and that would make us marvel how Columbia machines can be sold so cheaply.

Mr. Pratt, not being bothered with interruptions by the commission, goes into figures in his article with more system, although we fear with much less accuracy of presentation, but fails to coincide with either of the president's statements of cost; which plainly shows there could be no collusion between them in this important part of the latter's testimony, for the former in a very ingeniously (and of course theoretically) constructed table of statistics places the cost of the entire material of a bicycle at \$21.75. Deducting the Colonel's first given maximum cost for steel (\$8.80) from this leaves \$12.85 for the cost of tires, handles, leather, cement, and paint; and this, by comparison with the Colonel's \$44 worth of steel, may be about right, although if we add to these items Mr. Pratt's statistics about labor, tools, and other incidentals, \$55, it brings the Colonel's expenses for the bicycle complete up to \$111.85. Yet he retails that machine for \$90, and is thought by some to be making a handsome profit. "Figures won't lie," we know; but like the figure seen clinging to a lamp-post, the figures of Col. Pope and Mr. Pratt will hardly stand. On the whole, we are afraid neither of these gentlemen is exactly qualified to represent the interests of wheelmen in this matter.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

CINCINNATI BI. CLUB.—At a meeting of the club held 2 October, the following officers were elected: President,

Jos. F. Meader, Jr.; Secretary and treasurer, Fred Kinsey; captain, W. A. Whiting; lieutenant, J. K. Cady; trumpeter, F. L. Sargent.

MANCHESTER BI. CLUB.—The Manchester (N. H.) Bicycle Club elected the following officers at a special meeting held 10 October: President, Park H. Kelley; captain, Clarence H. Wilkins; lieutenant, Moses Sheriff; member of club committee, A. Ed. Batchelder. Capt. W. V. Gilman and Secretary E. M. Gilman, of the Nashua Wheel Club, were present as special guests of the club. After the meeting the club with its guests occupied a box at the Opera House, by courtesy of Ex-Gov. Weston, the occasion being a vocal and instrumental concert, with a scene from French opera.

THE Roxbury Bicycle Club announce runs as follows: Hingham, 22 October; Wellesley, 29 October; Lexington, 5 November. Starting time, 8.30 A. M. The club is in such excellent financial condition that the regular assessments have been discontinued.

RACES

Coming Events.

20 October. Boston. The fall race meeting of the League of American Wheelmen will be held at Beacon park this afternoon, at 3 o'clock.

21 October. Pullman, Ill. Two-mile and five, etc.
21 October. Stentoo, Pa., one-mile and three-mile bicycle races, in connection with Young America Cricket Club games. Percy C. Madina, 201 Walnut Place, Place, Philadelphia.

26 October. Grand wheelmen's meet and races in connection with the Philadelphia bicentennial celebration.

MILWAUKEE, WIS., 4 OCTOBER.—The first race meeting under the auspices of the Milwaukee Bicycle Club, was held at Janesville, Wis., Wednesday, 4 October. Nine wheelmen, including F. C. Bohri, L. M. Richardson and wife, F. O. Magie and A. W. Friese of the Milwaukee Bicycle Club, G. W. Dickens, and Parker Sercombe, unattached riders from this city. Frank C. Terry of the Milwaukee Bicycle Tourists and F. C. Bessell and J. H. Clement of Neenah, Wis., took the 4.20 P. M. train on Tuesday afternoon for Janesville. At Milton Junction the party was joined by L. H. Towne of Edgerton. Arriving at the "Bower City," the wheelmen were greeted by a large and enthusiastic concourse of residents, many of whom had never seen a bicycle. W. T. Van Kirk, secretary of the Rock County Fair Association, a most genial gentleman, and the "Bower City" Brass Band, who preceded the bicyclers in the march through Janesville to the Myers House, where ample accommodations and a hot supper had been provided by the agricultural association; likewise railroad tickets, baggage wagons, cigars, liquid refreshments, theatre tickets, in short every thing to make the heart of the wheelman glad. The boys all retired before eleven o'clock, and enjoyed several hours of good rest, awakening at 6 A. M. under the sounds of loud and continued rapping by a ubiquitous

bell boy, who was up early drumming up trade (shine yer boots) and dreamy pedal drivers. The races began at ten o'clock, the first event, a one-mile dash, calling out four riders, F. O. Magie, Parker Sercombe and A. W. Friese. The track was heavy and lumpy, and the wind blew steadily and briskly in the faces of the competing wheelmen two-thirds of the way around the track. The race was closely contested, Sercombe winning in 3.50, Friese a close second, Bohri third, Magie fourth. The prizes consisted of a finely engraved gold medal to the winner, and a nickel-plated "King of the Road" hub lamp to second. The quarter-mile dash was a hot race. Dickens winning in fifty-five seconds, F. C. Bissell second, L. H. Towne third, Clemens fourth, and Terry fifth. Dickens's prize was a McDonnell cyclometer, and Bissell's a Lamplugh & Brown suspension saddle. The five-mile dash was raced by Messrs. Sercombe, Towne and Friese. The men got away beautifully, Sercombe having the pole, with Towne second, and Friese on the outside. At the first turn, Friese took the lead at a good pace, with Towne heading Sercombe. At the finish of the first mile, Towne dropped out, and Friese easily kept the lead during the next four miles, but at the distance stand of the fifth mile, Sercombe suddenly spurred, winning by a length in twenty-two minutes, and receiving another gold medal, Friese getting an elegantly engraved silver medal as second prize. The two-mile dash was won by L. H. Towne, of Edgerton, with F. C. Bohri second. First prize, a L. A. W. pendant badge; second prize, Acme bicycle stand. The track is level, smooth, and fast in dry weather. Sercombe is a coming racer, and promises well. The machines ridden consisted of a D. H. F. Premier, 6-inch roadster, 58-inch Harvard, 56-inch Special Columbia, five 54-inch Columbias, Harvards and Premiers, and a 52-inch Standard.

A. W. FRIESE, Sec.

RIVER HEAD, LONG ISLAND, N. Y., 4 OCTOBER.—Bicycle race at fair grounds. Half-mile—two in three heats, J. Morse Hallock of Northville, first and third heats; E. Hudson, second heat, and coming even on last; best time, 1m. 42s.; prize, \$10 cyclometer.

HARRISBURG, PA., 4 OCTOBER.—A professional mile handicap between H. Wilson (20 seconds), Louise Armaindo (10 seconds), and W. J. Morgan (scratch) resulted,—Morgan, 3m. 33s.; Armaindo, 3m. 55s.; Wilson, 3m. 39s. A five-mile handicap between Wilson (1 minute), Armaindo (40 seconds), and Morgan (scratch), was won by Louise; Morgan second; Wilson third. Morgan also won a half-mile scratch race against the trotting horse Woodlawn.

TORONTO, ONT., 7 OCTOBER.—The first annual field meeting of the Toronto Bicycle Club was held at the Exhibition Grounds; weather pleasant. 1-mile—J. Dudgeon, 3m. 50s.; Campbell, 3m.

51s.; Boyd, 3. Slow race, one eighth of a mile—Blachford, 1; Stern, 2; Smith, 3. Wooden bicycles, boys—Brown, 1; Mason, 2; Jarvis, 3. 2-mile club championship—Campbell, 7m. 31s.; Dudgeon, 7m. 35s.; Boyd, 3. 1-mile, open—P. Doolittle, Aylmer, 3m. 54s.; P. K. Stern, 4m. 7s.; Fleury, Aurora, 4m. 10s. Combination race, quarter-mile running with machines, quarter-mile wheeling machines with little wheel in air, quarter-mile with small wheel in front, and quarter-mile riding—H. Ryrie, 1; A. E. Blogg, 2; R. T. Blachford, 3. Fancy riding, open—P. Doolittle, Aylmer, W. O. Consolation race—E. Y. Eaton, 1; G. Edwards, 2. — *Spirit of the Times*.

LEWISBURG, PA., 7 OCTOBER.—A professional mile handicap was won by W. J. Morgan (scratch), in 3m. 15s.; Louise Armaindo (10 seconds), in 3m. 18s.; T. Barrett (20 seconds) third. A half mile scratch race between Morgan and trotting-horse Starry Cloud was won by the former in 1m. 22s.; horse, 1m. 25s. A half-mile handicap between Louise Armaindo (150 (?) yards), and Starry Cloud (scratch), was won by Mlle. Armaindo in 1m. 30s.; horse, 1m. 33s.

IN BRIEF.—Meriden, Conn., 19 September. Two-mile—J. F. Ives, 8m. 3½s.... Berea, O., 20 September. One-mile—G. Collister, 4m. Half mile—F. Lamkin, first.... Haverhill, Mass., 26 September. Two-mile—H. H. Gage, 6m. 42s.... Sharon, Pa., 29 September. Half-mile handicap, best two in three—C. B. Schrom, 100 yards, two straight heats, 1m. 52s. and 1m. 49s. V. C. Place, scratch, second.... Newark, O., September. Half-mile, in heats—J. Simpson, two straight heats in 1m. 47s. and 1m. 53s.... Brockton, Mass., 5 October. One-mile—Herbert Carr, first, in 3m. 29s. Two-mile—Herbert Carr, first, in 7m. 13s.; J. Wattles, Jr., second.... Northampton, Mass., 6 October. One-mile—E. C. Clarke, two straight heats, in 3m. 5s. and 3m. 47s.... Montreal, P. Q., 7 September. Amateur Athletic Association Bicycle Championships of Canada. One-mile—G. M. Smith, Montreal Bi. Club, 3m. 44s. Five-mile—F. C. Holden, Montreal Bi. Club, 19m. 55s.... Hanover, N. H., 4 October. Dartmouth College fall sports. One-mile bicycle race—J. Rogers, 4m. 44s.... Elmira, N. Y., 7 October. Two-mile—Bowman, 7m. 24½s. One-mile—Zimmerman, 3m. 45s. Half-mile—Murray, 1m. 46½s. Quarter-mile—Judson, 49½ seconds.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Bicycle Construction.

No articles in your valuable organ give me more pleasure than those on

wheel construction. In the hope of bringing something acceptable to others of like mind, I make these suggestions. What with exorbitant tariff and royalties on effete patent rights, our machines cost us much more than is agreeable. Our only comfort would seem to arise in the hope that the vehicle was possessed of great powers of durability. That the construction of our best bicycles has reached an excellent stage, we are willing to admit, yet too often, like its counterpart of flesh and blood, it develops spavins, ringbones, splints, or weak joints.

In the matter of securing tires we have nothing satisfactory. I have been hoping to see a report of the American Star endless-wire method in your paper. Deep U rims are much better than the old-style V's. Two months' usage of my Expert shows but slight abrasions, but even this is more than I fancy. Give us something better. Would moulding the rim after the pattern of a dust shield, inclosing two thirds of the tire, serve the purpose?

Rear cone bearings are constructed in good shape to wear out. The fixed cone is good for one season. Why not thread both cones to rear bolt and have nuts at both ends outside the fork, so the weight could fall on various sides of the cones in adjusting the bearing? The same is true of ball-bearing cones, threaded at both ends but held in one position by a nipple. Why not give us half a dozen holes for that nipple; or do the cones wear sufficiently long to suit the makers as they are? Single ball bearings are all that is desirable. They admit of narrow tread, and this is very essential. The builder who puts up a new machine more than thirteen inches between centres of pedals makes a great mistake. Then they are more easily and certainly adjusted than double balls and better exclude the dust.

Wanted: A better ball-bearing pedal than is now in the market. Give us a good-sized spindle same as Expert parallel pedal, felt dust washers, and one quarter of an inch between pedal and crank.

The Expert roller clip for saddle spring is an expert humbug: it wears flat in a week. Give us a half-inch barrel on same journal and it would do better.

Don't remove the dust shield from your bicycle unless absolutely necessary, or your pious soul (and it needs to be pious for such work) will be vexed in replacing those infinitesimal screws.

This article is not offered as light for the "Indispensable" author; nevertheless, Brother Henry, who suggested the rubber tire? It came not from the (gentiles) Gent Isles.

O. DOWNS ALLISON.

New York Letter.

Editor Bicycling World:—I wonder—how I wonder!—where all this rain comes from. Ever since last Sunday, from morn till dewy eve, day after day have we had drizzle, drizzle, rain, rain,

without stint or stay, until now Sunday dawns bright and clear, with the roads hard, smooth, and elegant, and the consequence is that a large number of riders are out scouring the country, some to Yonkers, some to Jerome, some along the Western Boulevard; but the greater part, to number of twelve or fifteen, gather at the Polo Grounds, where Pitman, Rood, Thompson, Sanford, and others of that ilk are racing (and chasing, as "o'er Canobie Lee"). The day rewards us for the dampness and general dreariness of the first part of the week, and we are happy, and "look happy" (thank you, Parsons).

The event of the week, of course, has been the little excursion of the "Cits" to Boston and its consequences. The excursion from every point of view, according to what I hear and what they say of their treatment in Boston, was a success and a joy from the word go! The consequences are, a near approach to death of all who stayed behind, as the danger of being talked to death is great. I would have thought that Oliver would have come back pretty well blown out; but no, he no sooner buttonholes a body but off he starts,—"When I was at Boston," etc.; "I tell you, boys"; and "Oh, what roads! Sandpaper? Well, I should blush to murmur." He makes me weary.

They have dubbed Doc Beckwith "The Long-Legged Venus" since the steamer story has come out, and I think that Oliver makes a good Mars. There is no doubt that they are clean gone on the subject of out-of-town trips, and say that they are going to turn out about the same number for Philadelphia as they took to Boston; to which the Ixion will send about half a dozen, the Lenox about the same number, the New York two or three, and about five *unattached* members of the Manhattan,—notably Bourne, Jenkins, Jewett, Myers, and the bugle. (Oliver, where are you?)

The clubs are proposing to hold a caucus three or four days before going, to consider ways and means, and contrive some way of acting in concert; and I imagine they will go over in pretty good form. The Mercury I do not think will be represented, unless by proxy, as rumor has it that what is left of them (some three or four men) have joined the Lenox, since the latter has taken their room; if this is so, it will run the roll of the Lenox up into the thirties, and almost all of them active riders. And this reminds me that, painful as it is to my feelings, my own knowledge of it leads me to contradict a statement of Fred Jenkins in this week's *Wheel*, where he says that none of the New York clubs can turn out more than six available men apiece. The statement is absurd, as I can easily prove on evidence of the men themselves; for the Lenox, Citizens', and New York number on their rolls from twenty-five to thirty men apiece, and can easily turn out ten men, while the smallest club in the city, the Ixion, is made up of steady and persistent riders,

and turns out almost always to a man. Jenkins is of course excusable for thinking so, as, looking as he does at everything with Manhattan eyes, the decadence of that last-named organization must color the atmosphere remarkably. But we forgive you, Fred, for have you not at last "crossed the Rubicon" of mud on 59th street, and joined us at No. 4? Let bygones be the same, and take our hand as you come across.

The Ixion has a road race for the championship of their club booked for election day, with about half a dozen entries; the course to be from the headquarters at 59th street up to the Peabody House at Yonkers, fifteen miles in all, and a club dinner is to be served afterwards at the hotel. There are to be three medals, to be open to challenge until won in three consecutive races: one gold (first), one silver (second), and one leather (last); and it is whispered that their worthy president, Egan, is going to compete for the leather one. Great interest is felt in the event by all the local clubs, and there will probably be a great gathering at Yonkers, this being the first event of the kind in New York, though now that the thing is inaugurated, probably not the last. Although no printed invitations have been sent out (the affair being of the impromptu order), I understand that the club extends an informal invitation to the local clubs, and to those in the adjacent cities, to be at the meet, and participate in the consequent run and incidentals. I give the Ixion great credit for thus setting the ball a rolling, and stirring up the wheel community. They have in their club the antipodes of Doc Beckwith, in the shape of a rider, — a gentleman named Newman (*à la* twenty-four), who rides a 40 inch wheel; he is a comparatively new man, but he tackles the hill with the rest, and is likely to add a "y" to the name they have given him, "The Mite."

What I know (*a la Wheel*) is, that I have n't seen a Manhattan man, or heard from one, except through the *Wheel*, for over a month.

That Ixion has the prettiest, finest, and most comfortable quarters of any club in the city, due to the untiring energy of its members, led by their worthy officers.

That Jenkins is rapidly becoming Americanized. Formerly life was not to him worth having without his Harvard (and his Jewett); now he has sold his Harvard, and Columbia and Yale win in their turn his fickle heart, — the one his public, the other his private sensibility.

That Doc. Beckwith has added another cubit unto his stature since his trip to Boston, and that there is now no living in the same place with him and his "Cits."

That Sanford is liable to go bankrupt in his proposed mile excursion against time on the Polo Grounds.

That the funeral of "791," to come off 31st inst., will be a big affair, as Presi-

dent Arthur, the Park Commissioners, and the *Graphic* artist (?) are expected to be present to take part in the impressive ceremonies, which are to be conducted by the chaplain, T. Hunt Sterry.

That Powell must have had a "friend at court," or the committee on the Philadelphia races would not have been so cliquish as to let a race appear on their programme "open to League members only."

That it must be a malicious fabrication that Frank Fullerton made one lap on the Manhattan track (as reported) in twenty-six minutes, or he would have put in an appearance since. No, Frank, we won't believe it; never fear.

And what Jenkins don't, but is trying to find out, is who "Chic" is. CHIC.

NEW YORK, 15 October, 1882.

Chicago Notes

CHICAGO has finally got a bicycle track that is unexcelled in this country. The Pullman Rowing and Athletic Association have constructed a six-lap course of finest cinder on their grounds at Pullman's, suburb of Chicago, and will open the same on the 21st inst., with a complete programme of games, in which the Chicago Bicycle Club have entered for two bicycle races; Messrs. Conkling, Brown, Mehrling, Vowell, Ayers, Philbrick, and Valentine. Prizes, gold and silver medals. Pullman is fourteen miles distant from the centre of the city, with boulevard half the distance, which, in another year, will be extended all the way. This will bring the place within easy riding distance on wheel.... The Chicago Bicycle Club, at a recent business meeting, decided not to join the League of Chicago Wheelmen as a club. The Owl Wheeling Club will probably do the same. The Aeriels have joined in a body. It is not yet clearly demonstrated to our wheelmen what the objects of the League are; and while this is awaiting a clear definition, members of the club are jealous lest it should in any way throw their clubs in the shade. The Chicago Bicycle Club is particularly jealous on this point, claiming that whatever has been accomplished for the benefit of bicycling in Chicago has been through its labors and influence, and now that everything is running along smoothly, it does not want to take a back seat, and allow a new organization to run things.... Messrs. Olds, Conkling, Ayers, Grote, Schimpeler, and Greenebaum wheeled to Pullman Sunday last, beating against a heavy head wind for fourteen miles, with the hope that all would be well on the return trip. It rained all the afternoon, so the return was made in the cars. Messrs. Miller and Mehrling went out on train, and all inspected the new cinder path of the Pullman Rowing and Athletic Association, and made arrangements for the races on the 21st inst.... The veteran element in the Chicago Bicycle Club have fought hard and successfully against changing the old gray uniform for a darker shade.

The subject has been thoroughly canvassed on all sides, arguments for utility and appearance being well ventilated, resulting in a unanimous vote to rescind the action of the previous meeting voting for a change. This virtually settles the uniform question for all time, and there is now no probability that a change will be again thought of, either in cut or color. We are now, and always will be, dark gray in coat and breeches, gray helmet and polo, fine black hose, and white flannel, shirt stitched and laced with red silk, and with red belt.... Mr. F. H. Irish, of the Owl Wheels, paid for racing in the dark with a bad fall, lacerating both hands. Dr. A. G. Kalcman, with Messrs. Graves, Punnett, and Smith, of the Rochester delegation, paid us a visit, *en route* home from Topeka, Kan. The tales they tell of the adventures experienced in their month's stay among the mountains and greasers of the Southwest are marvellous. STENO.

CHICAGO, 13 October, 1883.

Racing Rules, etc.

"CYCLOS" is on record against racing, but it is quite evident that racing is none the less popular with the boys; so "Cyclos" bows to public opinion, like a good citizen, and while retaining his evil opinion of racing, accepts the fact that racing there will be, and says, "If we must have racing let us make the best of it."

Now, I can't find my copy of the *WORLD* with the new racing rules of the L. A. W. [30 June, 1882. EDITOR] in it, but the main points appear to be, "if I recollect aright": First. All races, to be "regular" and to make records, must be from a standing start "No races under trotting rules allowed."

Now, why is this? Why should the committee insist on standing start? Why bar out all racing under trotting rules? I have asked these questions of several racing men, and all the answer I ever could get was that they "supposed they were based on the English rules." But why should we be tied to English rules? We doubtless have much to learn in matters bicycular from our English cousins, but we need not be servile copyists. It seems to me and to many wheelmen hereabouts that the flying start is fairest and best. It looks better anyway, and it is more in consonance with American customs and notions; and the same is true of "trotting rules." The trotting race is an American institution, and is more closely allied to bicycle racing than is the running (horse) race. It has been urged that by adopting the flying start and trotting rules, distance handicapping will be rendered impossible. That is doubtless true, and instead of being an argument against the flying start, is strongly in favor of it. This handicapping is too much a matter of judgment (of guess, in fact) on the part of the handicappers, who, if they are honest, as I doubt not all L. A. W. handicappers are, must feel the awkwardness of their

position; while if they are inclined to favor any special rider, they have altogether too much chance to do so.

Suppose we eliminate this element of judgment and substitute *figures*; make a man's standing in races a matter of *record*; make classes of riders in fact, according to best time made by each. Bunch the three-minute men in one race, the 30 men in another, and so on; and have a "free for all classes," for the "flyers" who can do their mile in 2.50 or less.

The races at Buffalo were from flying start, and mighty pretty races they were, and everybody satisfied. I believe they would have been held under L. A. W. rules, but for the fact that by so doing the flying start would have been barred.

There is a strong sentiment in this neighborhood in favor of the flying start; and if it is against the L. A. W. rules, an attempt to enforce penalties for their violation would simply result in depriving the L. A. W. of most of its membership in this section. No law can be enforced which is not supported by public sentiment, and the standing start cannot be enforced in Western New York bicycle races, however desirable it may seem to the wheelmen afflicted with Anglomania.

Please, Messrs. Racing Committee of the L. A. W., repeal, your interdict of the flying start, and at least leave it optional with the local clubs whether they will start their races from the standstill or "on the fly." I have no personal interest in this matter, as I have never entered a race and never intend to. I simply want to see the L. A. W. authorities put themselves *en rapport* with their constituents, and make such rules that all clubs shall be willing and *anxious* to conduct their races under L. A. W. rules and sanction, instead of going each club on its own "individual curve" as at present, because they cannot and do not approve of a set of rules which need "naturalization papers." CYCLOS.

A Western Opinion

WHEN we organized the Missouri Bicycle Club in this city, St. Louis, our first consideration was to join the L. A. W. We knew it would give us "Caste," and we wish to help and be helped. We never expected or wanted any financial support, but we had read that among the wealth of things possessed by the League, it kept constantly on hand printed decisions of various courts in reference to the rights and privileges of the bicycle. We read this, and felt safe. We knew that any day some one might endeavor to force us off the roads; and we knew where to look for support. Our first mild scare came from a report that a city councilman had put in a bill to exclude us from streets and parks. We intended to contest it. We wrote for the printed decisions; they never came; our letter was never answered; this occurred in July. Shortly after this, a party of our club were riding along properly on a

suburban road and met a fractious horse that promptly upset the buggy, throwing the driver out. The driver presented a bill which we refused to pay, of course, as we had used every precaution in riding. About the 12th of September he had subpoenas served on us, and trial set for 2d October. I, being one of the unfortunates, immediately wrote to the corresponding secretary of the League for those decisions. I registered the letter to know whether he got it or not. He replied promptly enough, stating the "letter had been immediately forwarded to Mr. A. S. Parsons, chairman of committee on rights and privileges, who will afford you every assistance in his power." In the meanwhile, the said driver saw the error of his suit and withdrew it unconditionally; but the chairman had no means of knowing this. The 2d of October has come and gone, but not so with the decisions which the League keep constantly on hand to mail at a *moment's* notice. We are cured; we may have in the future some decisions of our own, but none from the League, which has over fifty members in St. Louis, and who are in grave doubts of the efficiency of said L. A. W. I might mention that the medal won by one of our club in the mile race at the League Meet in Chicago, has never arrived. A certain commander was going to attend to it promptly last May.*

E. M. SENSENEY,
Chief Consul Mo.

St. Louis, 8 October, 1882.

*These races were under the auspices of the local wheelmen and not in any way officially connected with the L. A. W. Meet. — EDITOR.

Orange Wanderings.—Up the Hudson.

I USED to marvel greatly at the remarkable scarcity of metropolitan wheelmen who had made the run to Tarrytown. Everybody had been to McComb's Dam; the vast majority to Kingsbridge; a select few to Yonkers; but the famous Ben Jonson was not more rare than the New York cyclist who had propelled his wheel to Tarrytown and returned. The distance could not be the trouble, for it was only a paltry twenty-seven miles up the river. Report gave the road as fair to fine macadam, especially good in the upper half. What, then, could be the reason for this mysterious neglect? I found out the other day from those Jersey veterans, Smith, Brown, and Jones, who, sighing for pastures new, left their Essex roads for a day's jaunt in the domain of John Kelly and Roscoe C.

The ride from the 23d street ferry up 7th avenue to 59th street, over the Belgian pavement, was not especially enjoyable, and the Boulevard was hailed with relief. Now, this thoroughfare is a very bumpy one, and is so constructed as to bring out a peculiarity of vision essentially bicyclic. It is divided like Commonwealth avenue in Boston (which, for the benefit of non-residents, I will explain, is the home of H-dg-s and Hub Punch), and just as soon as one starts along one side, he find that the other

is incomparably smoother; but it doesn't stay so on acquaintance.

At Kingsbridge, Jones, who felt considerably "baked," suggested an inward lubrication. They took it in that royal beverage for wheelmen, Belfast ginger ale, iced, and sallied forth with fresh vigor to tackle the hills that were appearing thick and fast before them.

Hills! Jones remarked, as they got on the ferry-boat that night, that he was willing to make affidavit that there was not one hundred yards of level road on the whole trip of fifty-four miles. Next time he should take a dozen extra brake spoons and not wear himself out backpedalling. Tarrytown, he thought, should be a very celestial sort of place, from the amount of climbing necessary to reach it. Fortunately, the light Yales were fine hill-climbers, and only one or two of the most severe ascents were walked. The road-bed was good, through Hastings and Irvington to Tarrytown; it was superb, and the trio flew along, enjoying keenly the glimpses of Palisade and river, of handsome villa and private park; and as the stately Hudson widened into the Tappan Zee, they dismounted at a diminutive hostelry called the Vincent House, ascertained from a reliable source that it was the best one in town, and waited hungrily for dinner. Shades of Epicurus and Tantalus! Poor dinner and worse attendance. "One dollar, gentlemen."—"For the three. What? a dollar *apiece*?" Mental mem: Tarrytown is in urgent need of a good hotel and an energetic League consul. Until then, its name is a hollow fraud to 'cycling tourists.

Remounting a little after three, the return run was commenced. Now, it was an exceedingly foolish thing for these veterans to do right on top of a dinner, even though it was n't a very hearty one, but a horse and buggy overtook them just then, and went rattling past in the most unconcerned manner. Forty-five minutes afterward and ten miles down the road they pulled up, the horse far behind, each probably wondering if he possessed the only gastric remonstrance in the party. However, this soon passed off, as they took a more sober gait, and the ferry was reached without special incident, barring an oyster supper, which all voted the best they had ever eaten. It was unanimously resolved to request the L. A. W. to erect steam elevators at numerous points, and to warn all wheelmen to take their dinners along.

The run,

"Over the hills and far away,"

was a beautiful one, and much enjoyed by these "pampered Jerseymen," as the New-Yorkers are fond of calling them.

IXION.

TRICYCLING

The Dual.

THE Dual itself is in main outline and general character one of the open-fronted

class, having two forty-two-inch wheels in front, with an eighteen-inch one as rudder, these being constructed with seven-eighth-inch and three-quarter inch best moulded red rubbers, felloes of the Turkish crescent section, and forty and twenty stout spokes screwing direct into gun-metal hubs (six inches broad, with four-inch flanges). The form of frame is the usual hay-fork, now so generally associated with open-fronted machines. It is provided at the rear with a pair of forks and a rudder head of the Stanley persuasion. Instead of the usual chain on the left-hand side for driving, cog wheels are made use of, and here the peculiarity of the machine comes in. Instead of having three fixed cog wheels upon one side, driving one wheel only, it is provided with a double set, but in this peculiar fashion: First, upon each main axle, and also upon each end of the crank shaft, is one of these wheels, two sizes of which are brought into requisition, and alternated into position. Thus, whilst upon the left-hand driving wheel is attached one of the larger size, the opposite wheel is provided with a small one; and upon the crank shaft this order is reversed, the larger toothed wheel being fitted to the right-hand extremity, and *vice versa*. Two intermediate wheels are now provided, these being fitted upon bent rods, hinged at their lower extremities to the frame ends, which are bent backwards for the purpose. The other ends of these side rods are continued upwards, forming lever handles, each of these being provided with a neat little lever, rod, and catch, as shown in the illustration. These two levers are connected by a bar pivoted centrally to the frame, in such a manner that the action of pushing one lever forward forces the other in the opposite direction. The before-mentioned catches hold these levers in either one of three positions, in which one of the two intermediate wheels is placed in gear, or both are held free and the wheel allowed to revolve by itself independently of the pedals. The object of these arrangements is to obtain two running powers. Thus, upon putting the right-hand wheel in gear, the large wheel, being on the crank end, causes it to run as fifty-inch, giving a fair speed on the level and on slight inclines; whilst, by reversing the action and placing the left hand wheel in gear, that one is reduced in speed, running as a thirty-four-inch only, thus gaining power for the ascent of steeper acclivities. The brake is a double one, acting with very long, broad spoons upon the tires of both driving wheels; its especial feature being a neat ratchet arrangement attached to the handle by which it is applied, the purpose of which is to hold the brake on at any power, thus relieving the hand of all strain, and enabling it to apply far greater pressure. Harrington's cradle spring, and the pan or Otto seat, are utilized, and the handles are made adjustable at a slight extra charge. Ball bearings are fitted to all three wheels, as

well as to the ends of the crank shaft, necessarily causing the machine to run with considerable ease. The extreme width is thirty-nine inches, and the weight about ninety pounds. It is strongly and substantially built; is well got up, and has already commended itself to many. In short, taken all round, it is a strong and useful article. — *Tricyclist*.

The Tricycle.

III. GEARING UP AND GEARING DOWN.

TRICYCLES may be divided into two classes; one in which each revolution of the pedals corresponds to a revolution of the driving wheel; another in which there is more or less than one revolution of the crank shaft to a revolution of the driving wheel.

"Geared level" is the term applied to the first class. The second class are either geared up or down. When the machine is geared up, the driving wheel makes more than one revolution to one revolution of the pedals or crank shaft. A *geared-up* machine travels faster than the same machine would if geared level; when *geared down*, the driving wheel makes fewer revolutions than the crank shaft, and consequently the machine goes more slowly than it would if it were geared level. Of three machines with driving wheels of the same diameter, if the crank shafts are turned at the same rate, the geared-up machine will go the fastest, the geared-level machine the next fastest, the geared-down machine the slowest.

The chain and intermediate gear are merely transmitters of power, and in no way *modify* the effect of the power. They perform the same functions as belting; and in fact, in the Otto bicycle sheet-steel belting is used.

The relative rotative velocity of the driving wheel compared with the crank shaft depends entirely on the relative sizes of the gears on the driver and crank shaft.

To find the resultant wheel when the machine is geared up or down:—

Let the diameter of the driving wheel = D ; let the number of teeth in the gear on the driver = d , and let the number of teeth in the gear on the crank shaft = c ; then the diameter of the resultant wheel = $\frac{c}{d} + D$. By the term "diameter of resultant wheel" is meant the diameter of a wheel which, if geared level, would carry a machine as fast as the given wheel.

Example: Diameter of driver = 50 inches; number of teeth on crank-shaft gear, 12; number of teeth on driving-wheel shaft, 13. Diameter of resultant wheel = $\frac{12}{13}$ of 50 = 46 +. One revolution of the crank shaft, which has twelve teeth in its gear, will move twelve of the thirteen teeth on the driver shaft; *i. e.*, will give the driving wheel $\frac{12}{13}$ of a revolution. The diameter of the driver being 50, the diameter of the resultant driver will be $\frac{12}{13}$ of 50 = as given above 44+. Suppose the crank-shaft gear has

13 teeth and the driving-wheel shaft 12, and the diameter of the driver is 50: the diameter of resultant wheel = $\frac{12}{13}$ of 50 = 46 +. The first machine is geared down from 50 to 44, and the second is geared up from 50 to 54.

The methods of computing the proper sized gears for gearing up and down a given driver will be treated in the next chapter. F. M. GILLEY.

An Elegy. — After Gray.

ALL endeavor of his active life,
Lay in unselfishness itself;
Better the public's good, than in the strife
Everywhere 'round him, seeking sordid pelf.
Rarely the world has known a foe so strong
To the oppression of a tariff high, —
Anti-monopoly his ceaseless song;
"Patents are lies," his everlasting cry.
On this tall shaft of weld-less English steel,
"Peace to his ashes," let there be inscribed;
Ever he sought to spread his country's weal.

NOT BRIED.

The New York Wheelmen's Trip.

TEN members of the Citizens' Bicycle Club of New York spent a few days in Boston last week, and managed to cover a good many miles of suburban roads in spite of the disagreeable weather which prevailed during their stay. Wednesday was spent in riding about the surrounding towns with members of the Massachusetts Bicycle Club, whose guests they were. Thursday the club joined with the visitors in an all-day run, and tendered them a dinner at the Woodland Park Hotel at Auburndale. Leaving the club's headquarters at 8.30 A. M., the party, under command of Capt. C. P. Shillaber, rode to Cambridge, where the college buildings and many historical spots were visited. The ride was continued through West Somerville, Arlington, Belmont, Waltham, and the Newtons, to the residence of Col. A. A. Pope, where they were entertained. Afterward their route was through Newton Centre and Upper Falls, to the Lower Falls, bringing up at the Woodlawn Park at 2.30 P. M. After dinner the return was made by the direct road, and headquarters were reached at 6 P. M., forty miles having been passed over. The day's enjoyment closed by an impromptu entertainment at the club-rooms in the evening. The visitors are loud in their praise of our roads. The president of the Citizens' Club is the Rt. Rev. Thomas McKee Brown of St. Mary's Episcopal Church.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

SUBSCRIBER, Athens, Ga. — The "Suggestions" is published by the Pope Manufacturing Company. We do not think it contains the information you desire. You can true it by manipulating the spokes, ordinarily, unless it is pretty badly crooked — in which case you had better let a machinist handle the job.

P. B., Hamilton, Ohio. — The Harvard, probably the Premier, Yale, British Challenge, and latterly the Sanspareil, are among the favorite English machines in use by American riders.

J. H. C., Cleveland, Ohio. — First report was already in type. Thank you.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *Bicycling World*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *Bicycling World* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *World*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *Bicycling World*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the *Bicycling World*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. L. A. W.

FALLS CITY BI. CLUB.—A. S. Dietzman, *Sec.* and *Treas.*, Orville M. Anderson, Leon Johnston, Louis E. Welle, Owen Lawson, Guy Emmett, Hugo Helburn, Will. Funk, George Francke, Will. T. Francke, Henry Haupt, Prince Wells, all of Louisville, Ky.

MISSOURI BI. CLUB.—Additional: William Shawk, 1410 Papin street; Wm. D. Winter, 3335 Pine street, both of St. Louis, Mo.

CITY BI. CLUB OF BROCKTON, MASS.—Fred M. Bixby, Wm. B. Briggs, Sylvanus Dexter, George O. Hayward, Frank M. Buckley (*Sec.*), Wm. M. Fowler, Oliver J. Curtis, Arthur B. Jenks, Silas L. Howes, Fred. Stearns, Benjamin V. Lound, George Loring, Arthur Thayer, William M. Pratt, William L. Puffer, Charles F. Chevigny, Charles H. Johnson, Herbert Carr.

UNATTACHED.—Henry E. Hunter, Hinsdale, Cheshire County, N. H.; Chas. A. Hanna, Cadiz, Ohio; Herbert W. Hayes, 22 Shepard street, Cambridge, Mass.; Rob. J. Whitewell, 47 Grayton Road, Hampstead, London, N. W., England.

WHEELMEN visiting Boston to attend the League meeting and other events this week are cordially invited to make free use of the headquarters of the Massachusetts Bicycle Club, 194 Columbus avenue.

GEO. POPE, *Sec.*

The "Facile" Road Race.

SOME time since, the makers of the Facile (safety) bicycle, desiring to give the public practical demonstration of the capabilities of their machine, projected a road race, starting from Anderton's Hotel, Fleet street, London, to Bath (109 miles) and return, all the riders to be mounted on Faciles. A silver cup to first and silver tankards to second and third winners were to be the prizes, and a silver medal to any other competitor covering 128 miles; the riding all to be done between midnight and midnight of 29 and 30 September, respectively. Twenty-six men started, among them being many of the most celebrated riders, notably J. W. M. Brown, C. D. Vesey,

W. F. Sutton, W. A. Snook, and S. H. Lee. An immense assemblage of bicyclers, tricyclers, and other spectators were on hand, and the police kept the streets clear at the start to allow the riders a good send-off. Vesey was the first to reach Bath (109 miles), at 10.56.13 o'clock; Sutton second, a little over three minutes later, and Snook came up less than four minutes behind him; and at varying intervals until 6.32.18 P. M., sixteen or more arrived at the half point. Vesey started on the return at 11.13.45 Saturday morning, Sutton at 11.23.56, and Snook at 12.31.18. At Hungerford (150 miles) Sutton and Vesey were together, and stopped for tea, during which they were passed by Snook, who was riding splendidly and kept his lead to the end, the twenty-four hours finding him at Queen's Gate, Hyde Park (214½ miles); and still going, although at a slower pace, he rode up to Anderton's a little over half an hour later, having covered 218 miles in all. Sutton stopped second at Colnbrook, 198 miles, at 11.40; C. H. Cole won third place at Maidenhead, 189 miles, at 11.50; Vesey, fourth, reached Newbury (160 miles) with a bad leg, and after a rest kept on to Theale, where he stopped, fourth man, with a score of 171 miles. Some fifteen or sixteen others won medals by covering the standard distance. The ride was a remarkable one in many respects, not only as evincing the riding qualities of the Facile, but because at least one third of the riding was done at night, and was almost continuous with the leaders. Mr. Vesey and one or two others have expressed a determination to shortly attempt beating Snook's record.

Cycling Mems.

GENTLEMEN, you are welcome to Boston! I congratulate the League on having so goodly a set of officials, and I congratulate you on your elevation to the high offices of trust. Allow an humble individual, like "London W." to extend a metaphorical right hand of fellowship and of welcome. If the Boston boys don't make things pleasant, I shall be disappointed in them.

BOSTON always leaves the latch-string out for bicyclers, and whether upon Columbus avenue or upon Union Park the wheelman may find himself, he will always be sure of a warm corner by the club fireside and in the club heart.

It is not many years ago that the wheel came to us, friends, and yet I feel that I am a veteran devotee. Those were happy days lang syne, and my memory goes back to them and dwells upon them with most tender recollection. It cost something to be a bicyclist then; but the pioneers did earnest work to make the sport popular and to gain converts, and to-day behold the vast army of wheelmen.

"LONDON W." is not old. No crow's-foot mark his forehead, and his locks are

unstreaked with gray; and yet why does he see so many crafts stranded on the sands of time?

SERGEANT, call the roll.

"Johnson!" retired.

"Stall!" retired.

"Dean!" retired.

"Gideon!" retired.

Clark, Hodges, Sewall: alas, all gone! But hark! one voice I surely hear! Yes, it rises loud and clear, saying, "The Lone Star still shines and twinkles with all the enthusiasm of old."

SHINE on, Brother Pitman, and if "London W." can help to place you in the grand national galaxy, command his services.

BUT away with the past; youth looks to the future, and engages himself with the things about him, and the live issues of to-day.

ONCE knew a man that was terribly annoyed by an ox that would tear down his fences and make havoc in his garden. And so he bought a dog, saying, "With this dog I will worry the ox, and he will let me abide in peace, and tear down no more fences." The dog did his part of the business well; in fact, so well that the ox took him up on his starboard horn and threw him into the road, and the sausage man carried him away in his cart. If the Colonel's New York dog does n't stop barking, I am afraid he will get a lift. In the present season of high prices, sausages are in great demand.

"I CAN tell my story well enough, if that little fool of a fellow will let me alone," said an irate witness to the Court. How many of us can sympathize with the poor witness! But it came out afterwards that the witness had been instructed what to say, and when he got off the beaten track he was fearfully astray, and the "fool of a fellow" mixed him wofully up.

HE resembled the little fellow in school, who was asked what the second letter of the alphabet was. "C," was the reply. "Wrong," said the examiner. "No, 'tain't wrong nuther: I'm the C feller; the feller that has B is sick, and had to stay to home."

I'm not a betting man, but I'll donate a week's salary to the League if any one will prove to me that the Tariff Commission did n't have a quiet laugh.

FREDDY is devoting a good deal of space to make known what he does n't know, and it is rumored that the *Wheel* is to be enlarged and come out daily to accommodate him.

PAPA has come at last, and they do say he is crammed, from crown to toe, topful, not of distressful bread, but of facts, ideas, suggestions, etc. We, his children, will sit at his feet and drink deep of his wisdom.

It has been said "There is no one true church," and neither is there a perfect bicycle; but we suspect Papa will tell us how to make it.

THE dear old fellow says the "Tandem" is the best form of sociable. One

cannot use his arm for waist purposes. it is true; but then think of the retired spots where one can lean back and gently rest his tired head on her welcome shoulder. Oh, Papa!

DID you go to the recep.? No? Ought to have been there. I saw a dozen Boston Club men in front of as many swallow tails. And Charlie was there, beaming with smiles from his position at the left of the president. We did n't blush for you, Charlie, and we thought that if this were indeed the Round Table, with King Arthur at the head, he could find no truer knight than our own Charlie.

"Just for a handfu' o' siller he left us,
Just for a ribbon to wear in his coat."

EDITOR MCCLURE was there, also. Ah, you sly dog, how quickly you acquire the true journalistic instinct! Thanks for your services in guiding me to the best place in the supper-room. You gave me 'vantage ground, from which I attacked the flesh-pots with good success, and came off victor in the gastronomic set-to. Lobster salad is delicious, but it will not do for those in training to indulge in it.

COME around and see me some day, Mc., and I will show you where there is a pretty waiter girl that you can make up to, and get the best piece of pudding, and the best cut from the joint.

To be a Roman citizen was once a proud honor. Judging from the appearance of the men, to be a New York "Citizen" is no small honor in these days. The Citizens' Club of New York have been with us, and left a grand impression behind.

LOOK at here, you Park Commissioners, do you know what a fine lot of fellows you have among the wheelmen of New York? Cherish them! Favor them! Don't let it be said that New York does n't know a good thing when she has it. Open the Park to them! Don't act like a parcel of fools.

BROTHER JENKINS has been working hard. He has been searching the records for good performances made on the Monopoly machine. He gets little reward for his trouble. Let me suggest to him to take a census of machines. Let him go to the leading clubs of the country and find out how many Monopoly machines are ridden. Let him commence with the Boston Club, and follow up with the Crescents, and even the Massachusetts. Then let him go to New York, Chicago, Philadelphia, etc., and see whether the Monopoly is ridden in places where riders have a chance to see other mounts. The Monopoly starts with a handicap of twenty-five per cent in price. Will Fred go to work?

ONE good feature about the Sociable is the ease with which the riders can get their heads together. Now if the Colonel and his attorney will ride a sociable the next time they talk about the tariff, perhaps their figures will agree better.

LONDON W.

CURRENTS CALAMO

ATTEND the League Race Meeting at Beacon Park to-day.

THE Cincinnati Bicycle Club talks of running a bicycle rink during the winter.

THE Marblehead *Messenger*. — not "Register," Geesee correctionally informs us.

SEND along your orders now for the "Indispensable," and "Cortis on Training." We have them in stock.

IN a private letter, John Keen announces that he will soon be in this country to again try conclusions with Prince.

A LOS ANGELES (CAL.) correspondent informs us that a bicycle club is being organized down in his section of the country.

W. C. DENNY of Portsmouth, and not B. O. Sawyer of Weare, was the winner of the half-mile dash in the Goffstown, N. H., races, 28 September.

CAPT. W. V. GILMAN, of the Nashua Wheel Club, has averaged riding about one hundred and fifty miles a week this season, on bikes, trikes, and marines.

THE president and secretary of the Chelsea Bicycle Club propose to join the League Run to-morrow, on a "sociable," unless the roads are too heavy for good wheeling.

OUR thanks are gratefully tendered the Scranton (Pa.) Bicycle Club, for invitation to a social entertainment to have been given yesterday, but which we were unable to avail ourself of.

T. S. MILLER, of Chicago, says that the Owl Wheeling Club, of that city, has captured the finest fancy rider in the country, in the person of Mr. Wood, who is open to amateur competition.

THE Taunton bicyclers who competed "with a professional for a prize, or with a professional where gate money" was charged, were made professionals thereby, according to the League rules.

WE regret to learn that Mr. C. W. Nairn, the London editor of the *Cyclist*, was thrown from his bicycle on the night of the Facile road race, 27 September, and sustained a fracture of the right wrist.

CAPT. HODGES, of the Boston Bicycle Club, is ecstatically gloating over the possession of a new 54-inch Yale Roadster, which carries his two hundred or more pounds weight with perfect rigidity and ease.

DR. WHITESIDES and wife, of Dayton, Ohio, ride a double-driving "sociable" tricycle, appearing on the streets daily. The lady has abandoned horseback riding for the three-wheeler, much preferring the latter.

THE proposed 100-mile race between Prince and Morgan, for \$500 a side, has fallen through, and a 20-mile event for \$100 is now up, Morgan to have two minutes' start, and the race to be at the Casino, Boston, sometime in November.

MR. H. W. WILLIAMS, one of the Massachusetts Club "century" riders, influenced, no doubt, by the constant cry of the wheelmen for guide-boards, has hung his sign up in the WORLD columns, as our readers may see by reference to our "Miscellaneous" department.

THE BICYCLING WORLD offers a silver cup as a prize to be competed for in a five-mile race at the L. A. W. race meeting to-day, at Beacon Park, the event to be open to all amateurs, and to be run either before or after the championship race, as the judges may determine. Post entries.

"FAED" has just obtained entrance to the list of "Century" tricyclers, having ridden from Clapton to Basingstoke and back, a distance of one hundred and eight miles, in 16h., or 10h. 50m. riding time; about ten miles an hour riding pace. The machine was a Coventry Rotary.

THE Boston Bicycle Club will receive and entertain the Providence Bicycle Club at South Canton, Wednesday, 25 October, when a run to Cobb's tavern at Sharon, to lunch, a run to Boston from thence, and an entertainment at club headquarters in the evening, will be a portion of the programme.

DR. LORIMER told the Chicago people recently that Boston is wickeder than their city, because he had seen bicycle clubs and ladies on horseback, riding on Sunday. If the reverend gentleman will accept a seat in our "sociable" some pleasant Sabbath here, we will be pleased to escort him to the church where he is to preach.

SUB-CAPT. O. E. SMITH of the Hartford Amateur Bicycle Club was in Boston last week, having wheeled from Hartford hither, stopping a night in Brookfield, and finishing the journey next day by way of Worcester. Mr. Smith rides a 52-inch Yale Light Roadster. He found the roads from Hartford to Worcester generally poor.

EX-CAPT. JOHN FERGUSSON of the Philadelphia Club has accepted the command of the unattached riders for the grand meet and review to be held in that city on 26 October, 1882, in the Park. A meeting of all riders not connected with any club was held last Monday evening, at Horticultural Hall, to arrange the necessary details.

MEMS. for the *Bicycling Times*: V. C. Place of Greenville, Pa., won the 50-mile race at the Manhattan Athletic Club grounds, New York city, 2 September. . . . Moore lowered only the six, seven, eight, nine, and ten mile American record at Beacon Park. . . . John S. Prince is his name. . . . As you have doubtless learned ere this, the gallant Moore, at Springfield, carried off our one, two, and five mile records.

WHILE John Sawyer was riding on his bicycle on one of the public streets of Cambridge last Saturday, a horse and

wagon belonging to David Brewer, a provision dealer of that city, was driven upon Mr. Sawyer, throwing him off his machine, tearing his clothes, and injuring him slightly. Mr. Sawyer was riding on the extreme right of the road, and in the exercise of due care, but the driver seemed determined to run him down.

ALL ready at nine o'clock in Trinity Square for the Massachusetts League run to-morrow morning. The route will be Dartmouth street, Commonwealth avenue, Chester Park, Harrison avenue, Warren street to Roxbury, Norfolk street to Dorchester, Mattapan, Canton, Sharon (dinner); return, Canton, East Dedham, West Roxbury, Brookline, East Newton. Brighton *via* Chestnut Hill Reservoir, Beacon street, Dartmouth street, Trinity square.

THE League championship race meeting is to be held to-day, in accordance with the L. A. W. rules. At the time of going to press we have received no official

intimation as to the hour of holding it, whether any other than the one-mile event is to be run, whether any one has entered, who are to be the officers, or in fact anything more than the announcement we made last week in "Coming Events," and which we received just as we went to press. Entries to S. A. Marsden, Hotel Vendome, Boston.

ON Monday, 25 September, J. H. Hart and H. Allen started, on a 50 inch level-gear Excelsior Sociable, from West Bradley, England, and in 21 $\frac{3}{4}$ h. after had covered one hundred and forty miles, the longest ride yet made in a day on a "double." The stoppages aggregated 5 $\frac{3}{4}$ h., thus giving their riding time an average of nine miles an hour. The first fifteen miles of their trip took them three hours, the roads being heavy with mud, and the usual defective cementing of the tires requiring frequent halts for temporary repairs.

THE Cincinnati *Gazette* claims first place for the Cincinnati Bicycle Club,

instead of the Boston Bicycle Club, in priority of the "century" business, the former club having officially called a run to Xenia (62 miles) and return, for the evening of 12 August, the route being by way of Lebanon. About a dozen members made the start at the required time, and most of them accomplished the distance to Xenia, and six of them the run home, where they arrived early in the morning of the 14th, the total distance being one hundred and twenty-four miles. The whole time out was thirty-six hours, and the riding was at the rate of eight and a half miles an hour the entire distance. This was excellent work, comparing the Ohio and Massachusetts roads; but not having been done inside of twenty-four hours, the riders cannot lay claim to being "centenarians." The Champion City Club holds the Ohio record. Try again, Cins.: you can do it easily. The American record is now with the *Æolus* of Worcester at one hundred and thirty-six miles.

PHILADELPHIA, PA.

Thursday, 26 October, 1882 - - Grand Bicycle Meet.

In FAIRMOUNT PARK, at 10 o'clock, A. M.

RACE MEETING

At the Gentlemen's Driving Park, near Belmont Mansion, at 3 o'clock, P. M.

GRAND PROCESSION.

FIRST EVENT.—Competitive Club Drill, in club squads of eight. Prize, a banner composed of the winning club's colors.

SECOND EVENT.—Best Fancy Riding, Single. Prize, gold medal.

THIRD EVENT.—One Mile Race, in heats open to all amateurs. Three fastest winners, and second man in fastest heat, ride in final.

FOURTH EVENT.—Two Mile Handicap, 200 yards limit, open to all amateurs.

FIFTH EVENT.—One Mile Race for Novices. Open to all never having won a first prize.

SIXTH EVENT.—Half Mile Dash. (L. A. W. Men only.)

SEVENTH EVENT.—Five Mile Handicap. All amateurs.

Prizes in each race will be medals; gold to first, silver to second. Entries should be sent to G. D. Gideon, 2023 Ridge avenue, Philadelphia. Entries close 20 October. Fee, each event, \$1.00, returnable to starters.

PHILADELPHIA, 5 October, 1882.

All amateur wheelmen are cordially invited to attend the Fourth Annual Meet of Philadelphia Bicyclers, which will be held this year in connection with the Bicentennial Celebration. The meet will be held at the Columbia avenue entrance to Fairmount Park, on Thursday, 26 October, at 10 o'clock, A. M., and will proceed through some of the most picturesque portions of the Park. Dinner will be served at 1 o'clock, P. M., at Belmont Mansion. Tickets, \$1.75 each. Races will take place at the Gentlemen's Driving Park, near Belmont Mansion, at 3 o'clock, P. M., under the rules, and with the sanction of the L. A. W. Your attendance is especially requested, and you will oblige by extending the invitation to your cycling friends. Send definite word if you will be present, and whether you will attend the dinner, to J. PENNELL, Fisher's Lane, Germantown, Philadelphia.

Railroad rates will be greatly reduced during this celebration. Transportation of wheels will be free on lines of Penn. R. R. and Phila. & Reading R. R. and branches. Members of Reception Committee will be in attendance at the depots all day Wednesday and on Thursday morning, and at Belmont Station, Reading R. R., on Thursday morning.

HOTELS.—Location and Rate per Day.

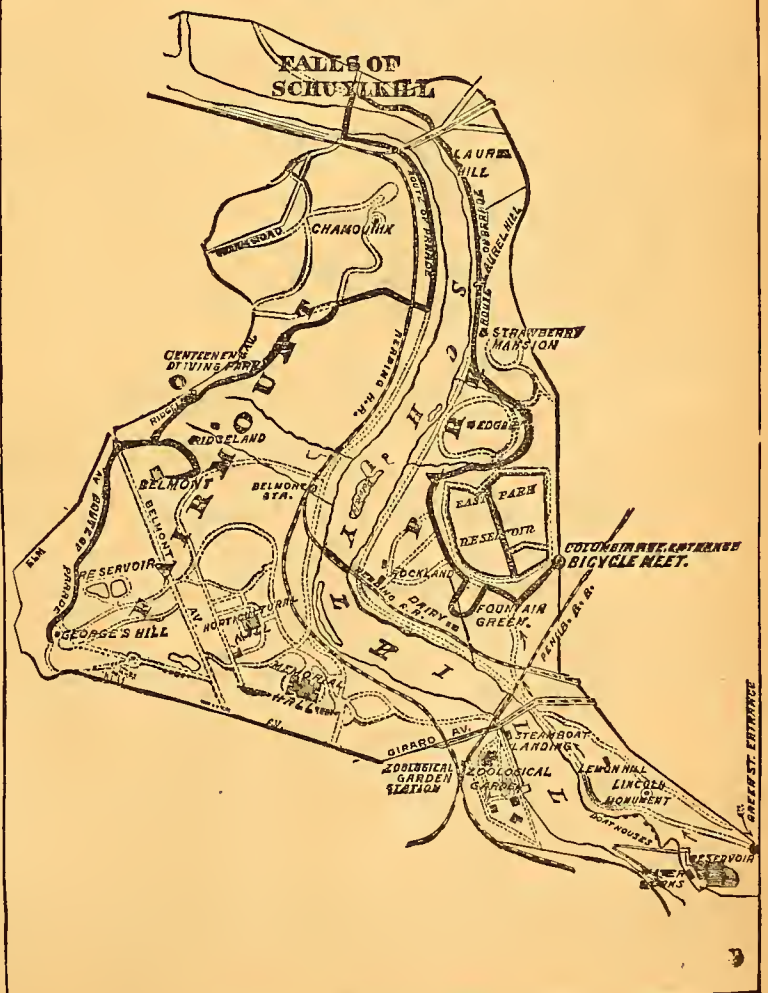
Lafayette, Broad and Sansom, \$3.00; Continental, Ninth and Chestnut, \$3.00 to \$4.00; Colonnade, Fifteenth and Chestnut, \$3.50; Girard, Ninth and Chestnut, \$3.00; St. Cloud, Arch, above Seventh, \$3.00; Plumer's Am. Hotel, Chestnut, above Fifth, \$2.50 to \$3.50; Washington, Chestnut, above Seventh, \$2.50; Bingham, Eleventh and Market, \$2.50; Guy's Hotel (European) Rooms, \$1.00 to \$2.00; Merchants, Fourth and Arch, \$2.00; Irving House, 917 Walnut, \$2.00.

Visiting Clubs.—Secretaries of clubs are requested to send word as early as possible of the probable number who will attend. Storage for bicycles will be provided free on Fairmount avenue at Park entrance.

Uniform.—All participants are expected to appear in uniform. Headquarters of Commander and Reception Committee will be at Room No. 7, St. George's Hall, Thirteenth and Arch streets. Dinner will be served at Belmont Mansion, in the Park, at 1 o'clock, P. M., rain or shine.

Park Regulations.—No "coasting," path-riding, racing or speeding allowed. Trill whistles must not be used. Each bicycle must have a bell attached to it by day, and also a lantern at night.

MAP OF FAIRMOUNT PARK, PHILADELPHIA.



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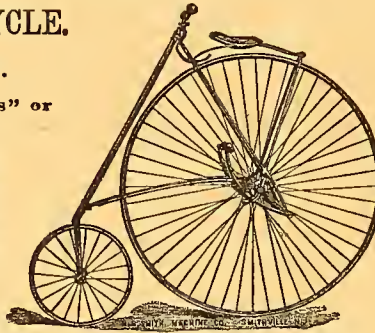
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TRICYCLES.—Meteor, 40-in wheels. Singer folding, 50-in. driving wheel. Centaur, 50-in. wheels. Centaur double, 50-in. driving wheels. Salvu, 50-in. driving wheels. Excelsior, 55-in. hollow felloe driving wheel. Caroché single driver, 46-in. wheel. Juvenile Sociable, 32-in. wheels. Juvenile, 30-in. wheels. Petite, 22, 24, 26, 28, 30 inch driving wheels.

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William S. Gilman, Editor.

E. C. Hodges & Co., Proprietors.

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10s. Foreign.
7 cents a copy.

BOSTON, 27 OCTOBER, 1882.

Volume V.
Number 25.

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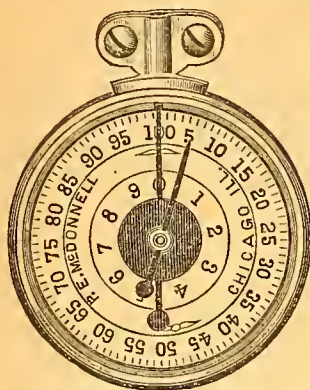
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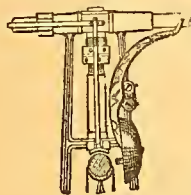
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C. R. GARRARD, the English twenty-mile professional champion, and H. O. Duncan, ran a twenty-mile dead heat at Stafford, 2 October, in 1h 8m.



As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

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Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 PEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 27 OCTOBER, 1882.

THE OFFICERS' POWERS.

WE have always believed that the rules of the L. A. W. vested too much power in its officers; and the important business done at the meeting of the board last week has confirmed us in that belief.

Of course, in an organization like ours, where the general meeting is held but once in twelve months, it is necessary, in order to meet emergencies not provided for in the rules, to delegate an executive body or committee with discretionary and positive powers to treat them; but even then this committee should be accountable to the general body for the use of its power, and its action subject to revision, if of a remediable nature, and this need is met in Article 4 of the L. A. W. constitution, and

in Rules 13 and 14. The latitude of power which this article and the rules mentioned confers is almost autocratic, and is entirely sufficient to meet any actual need likely to arise during the interim between the annual general assemblies. As if these were not enough, however, a still greater and a very dangerous power is given the board of officers in Rule 36, as follows: —

"36. Additions or amendments to the rules may be made after notice, by mail or otherwise, to every member of the board of officers, at a meeting of the board, or as provided in Rule 14."

We say "dangerous." Let us consider wherein this danger lies. The full board of officers at present would number about seventy. These are scattered over the continent at many points, some several thousand miles apart, and few can spare either time or expense in travelling from these and even intermediate distances to attend a meeting. Consequently, wherever the meeting of the board is held the members present must of necessity largely comprise resident or local representatives. For instance, at the officers' meeting in New York last October, there were but sixteen present, five of whom were from New York City and vicinity; three were from Pennsylvania, two were from Massachusetts, and one each from Maryland, Connecticut, New Hampshire, Maine, and Ohio. At the March meeting held at the same place there were nine only present, four of whom were from New York, three from Massachusetts, and from Connecticut and Pennsylvania one each. At the meeting held in Boston last week there were seventeen officers present, of whom ten were from Massachusetts, three from New Hampshire, two from Connecticut, and from Maine, Ohio, and New York, one each. Of course, it was to be expected that a fuller attendance would result from the meeting's being held in Boston, where so great a proportion of wheelmen reside, therefore we mustered three more (!) men than at the fullest previous meeting. These seventeen representatives (?) of fourteen hundred wheelmen changed the most important and the most deliberately framed and adopted rule in the entire code. If the officers' meeting next March is held in New York, and only eight members are present, five of them can restore the rule, substitute another, or adopt an entirely new constitution, if somebody only puts a previous notice in

the WORLD announcing such intention, and the League wheelmen of the country can do nothing about it except in general convention. If the local wheelmen, wherever the officers' meeting is held, desire to make any changes for their sectional benefit, or to meet any case in which they are personally interested, even though detrimental to the interests or against the wishes of all others, it is, under the rule, the easiest thing in the world to do; and we are ashamed to say that not even the wheelmen of Massachusetts are unselfish enough to not take advantage of it. The power to change the rules would not be so dangerous in the hands of the board of officers, if each officer had the privilege of voting by mail on each proposed amendment, as then each section might have at least one voice in its disposition; but it is optional with the mere majority of the quorum of eight, whether a question is so submitted or not.

It is not necessary, however, that the board of officers should have anything to do with amendments to the constitution and rules (in this case the two are synonymous), except by way of recommendations. The least part in the way of amendments or additions should be submitted to the entire League membership, either by mail or in the general convention, after due notice. Neither the national nor the State Legislatures have the power to amend so important an instrument as their constitution, but all propositions must be acted upon by the whole people before they can become laws; and so it should be with ours.

IN the October *Wheelman* appeared an article "The Tariff Question," in which the writer combines a special plea in behalf of the Pope Manufacturing Company with a speciously worded but unjust and unnecessary attack on the petition of wheelmen for a reduction of the tariff on imported bicycles and tricycles. Apparently deeply grieved at the hasty and "ill-advised" manner of its "construction" and "presentation," after referring to the large number of wheelmen in the country, and the need of concerted action to bring the good end to pass, the writer with masterly guilelessness asks, "Would it not be wiser to co-operate with one who has asked what all desire, rather than to prejudice what has already been done by seeking to discredit the doer?" But why did not our pleader for "fair trade" let the wheelmen of the country know that he was going to ask this reduction, and request their co-operation? Surely, with the thousands

of wheelmen at his back to indorse his plea, his arguments would have been strengthened rather than weakened. And why, since the wheelmen (unaware of his generous private action in their (?) behalf, but understanding instead that he was asking an increase of the tariff) have sent a petition, asking the same thing which Col Pope desires, does his legal adviser endeavor to prejudice their action by seeking to discredit the framers of the petition? Every sensible wheelman outside the trade is in favor of a reduction of the duty on steel and on bicycles, both, and cares little how or by whom it is obtained, and would gladly have cooperated with Col. Pope for that object.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

STAR WHEEL CLUB.—A wheel club was formed in East Rochester, N. H., 16 October, with the following organization: President, Frank B. Parshley; captain, Elbridge H. Corson; secretary and treasurer, George L. Hayes.

WANDERERS' BICYCLE CLUB.—At a meeting of wheelmen in Toronto, Ont., 19 October, a club was formed under the above title, with an active membership of sixteen, and the following organization: President, Lieut.-Col. Otter; vice-president, P. D. Ross; secretary, G. H. Orr; committee, Messrs. Robinson, Cooper, Duff, and Fitzgerald. The club starts under excellent prospects, and expects to become one of the leading clubs in this province. G.

COHANNET WHEEL CLUB.—At a meeting of the wheelmen of Taunton, interested in forming a club, thirteen persons signed the membership roll and elected the following officers: President, George E. Whitehead; secretary, William H. Pendleton; treasurer, Edward Brown; captain, John M. Hardy; lieutenant, Harrison O. Baker. The association will be known as the Cohannet Wheelmen's Club.

W. H. PENDLETON, Sec.

RACES

BOSTON, 20 OCTOBER.—THE L. A. W. FALL RACE MEETING.—There were about one hundred spectators at the race meeting of the League of American Wheelmen, last Friday afternoon, at Beacon Park. The races had been announced for three o'clock, but incomplete previous arrangements and the protracted morning session of the League officers combined to delay matters, and the first race—the one-mile championship—was not called until past four o'clock. For this race there were but three entries, namely, Lewis T. Frye of Marlboro', Mass., the holder of the medal and title, George M. Hendee of Springfield, Mass.,

and V. C. Place of Greenville, Pa. The men all looked and were in prime condition, and took their places in the following order: Frye at pole, Hendee second, Place third. At the sound of the pistol all got off in good form. Frye taking the lead, and working in his usual fine way, his intention evidently being to keep the lead and force the pace for the others. These, however, showed their ability to take his pace and followed him in close order during the first lap, and on the second Hendee let himself out, and made a pace for himself which Frye, despite a most gallant struggle, was unable to equal, and had to fall to second position, and the third quarter was entered in the following order: Hendee, Frye, Place. But the champion seemed determined to regain the front, and pushed his pedals splendidly for a good space, entering the last quarter well up with Hendee, with Place third by several rods. The Springfield man, however, did not seem satisfied with merely leading, and showed that his fine spurt had not by any means winded him, for he now began to draw away very perceptibly, and had got such a long and increasing lead at the half-turn that both Frye and Place succumbed to the inevitable, and slackening paces, rode home at ease, while Hendee came flying down the home stretch at a tearing gait and passed the line in 2m. 57½s. It should be stated, however, that in accordance with recent private measurements, which made the course some ten yards longer than one fourth of a mile, the men were started forty yards in advance of the scratch. The time, therefore, will not stand as a record until the track has been surveyed, and its measurement certified to by a professional surveyor, which we understand will be done immediately.

The next and final event was a five-mile amateur open race for two silver cups, first and second prizes, respectively, offered by the BICYCLING WORLD. Messrs. Frye, Hendee, Place, J. W. Wattles of Canton, and John Tacy of Lawrence were entered for this, but Frye and Hendee withdrew. The start in this was made from scratch on the old basis of measurement, and the three men went away in good shape, Place taking the lead, Tacy second, and Wattles last, and this order was maintained throughout; and the only feature of the contest which saved it from being monotonous was the excellent and unexpected style and pace of Tacy, who was a new man to racing in this section, and also hitherto unrecorded, but he held his own finely in Place's rear, and finished only a few seconds behind. Place's time was 17m. 39s.; Tacy's, 17m. 45½s.; Wattles's, 19m. 20s. The track was in fair condition, but the wind was quite strong, considering which the time was better than was expected. The officials were: Referee, Charles E. Pratt of Boston; judges, Fred S. Pratt of Worcester, Charles A. Hazlett of Portsmouth, N. H., Dr. A. G. Coleman of Canandaigua, N. Y.;

timers, J. S. Dean, Edward W. Pope, Louis Harrison; scorer, William E. Gilman; starter, Frank W. Watson.

SUMMARY: One-mile L. A. W. championship—G. M. Hendee, Springfield, Mass., 1; L. T. Frye, Marlboro', Mass., 2; V. C. Place, Greenville, Pa., 3; time, 2m. 57½s.

Five miles, amateur, open—V. C. Place, Greenville, Pa., 1; times—one mile, 3m. 24s.; three miles, 10m. 29s.; four miles, 14m. 13½s.; five miles, 17m. 39s. John Tacy, Lawrence, Mass., 2; times—one mile, 3m. 28s.; three miles, 10m. 29½s.; four miles, 14m. 13½s.; five miles, 17m. 45½s. J. W. Wattles, 3; time—five miles, 19m. 20s.

GREAT BEND, PA., 5 OCTOBER.—The Binghamton Bicycle Club wheeled to Great Bend, Pa., a distance of twenty miles, to attend a mile race, the best two out of three heats. C. E. Titchener riding a 58-inch wheel, E. E. Kattell a 60-inch, and Andrew Crandall a 54-inch, entered for the race. On the first heat Titchener was leading at the quarter pole, Kattell closely following, and Crandall last; but before the half-mile was reached, Crandall passed Kattell, who dropped to the rear. When Titchener reached the home stretch, Crandall was way behind, but by a brave spurt passed the wire only half a wheel behind Titchener. Time, 3m 31½s. Crandall's pedal broke after he had passed the wire, giving him a severe header. On the second heat, Crandall being too much bruised to run, A. W. Clark took his place. On the start Titchener took the lead, Clark lapping his wheel, Kattell last; these positions were unchanged until rounding the turn into the home stretch, when Clark spurted by Titchener, leading until about ten feet of the wire, when Titchener passed him, winning by quarter of a wheel. It was evident that Clark could have won had he wished to, as he rode down the home stretch with one hand. Time on last heat, 3m. 19½s. The prizes were an ivory-handled silk umbrella, a hub lamp, and an Acme stand.

IN BRIEF.—Emporia, Kan., 29 September, one mile, best three in five; J. W. Murphy took three straight heats, fastest being 3m. 59s.; W. and C. Severy, second and third respectively.... New Haven, 5 October, at Hamilton Park. One-mile championship of New Haven, gold medal best two in three; H. Clark, two straight heats; times, 3m. 14½s. and 3m. 20s.; L. B. Hamilton second. Ride and run, half-mile, silver medal, G. M. Hendee of Springfield, 2m. 9½s. One-mile, boys' race, silver medal, J. H. Flock, New Haven, 3m. 29s. Slow race, 200 feet, G. M. Hendee, silver medal. Five-mile, gold and silver medals, G. M. Hendee, 18m. 9½s.; J. F. Ives of Meriden, second. Half-mile without hands, G. M. Hendee, 1m. 54½s.; J. D. Canary, second, 1m. 55s.... Newark, Ohio, 5 October, two miles, G. Davidson, 7m. 7½s. ... Newport, R. I., 13 October, half-mile, two-mile and a one-mile race, Fred Binford, Edward Buffum, and C. S. Plummer, winners, respectively. ... Toronto, Ont., 14 October, Lacrosse Club bicycle race, two-mile, P. Doolittle of Aylmer, Ont., 8m. 51s.... Philadelphia,

Pa., Olympic Athletic Club games, bicycle race, three-mile, A. G. Powell, 10m. 12½s. . . . South Bethlehem, Pa., 14 October, Lehigh University Athletic Association games, two-mile bicycle race, P. D. Millholland, '86, 7m. 47½s. . . . Montreal, 14 October, Bank Athletic Association games, two-mile bicycle handicap, W. G. Ross, Montreal Bicycle Club. . . . North Adams, Mass., Williams College sports, half-mile bicycle race, Ames, '85, 1m. 40½s. . . . New Haven, Conn., Yale Athletic games, two-mile bicycle race, Hamilton, '86, 7m. 25½s. New York, 21 October, Columbia College Athletic sports, two-mile bicycle race, R. C. Kemp, 6m. 33½s.; G. M. Gray second.

THE second race for the English 20-mile professional championship was run on the Belgrave road ground, Leicester, 7 October, the competitors being J. Kean, London, R. Howell, Coventry, F. Wood, Leicester, R. James, Birmingham, C. R. Garrard, Coventry, B. Keen, London, F. Lees, Sheffield, and Warwick, Birmingham. The race was splendidly contested, J. Kean, James, Wood, Garrard, Lees, B. Keen, and Howell leading at various times, and was finally won by Howell in 2m. 55s., which beat the professional record made by Wood in July.

W. M. WOODSIDE won the fifty-mile bicycle championship of Ireland, 7 October, at Phoenix Park, Dublin. Time, 4h. 14m. 20s. Raining, and track bad in consequence.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

New York Letter.

Editor Bicycling World:—Well, this week there is in very truth a dearth of news, except that which I can give you in regard to the rain which we have, by way of a change, had all through it. It commenced bright and early to rain on Monday morning, and kept it up with little variation until this Saturday, when it partially cleared and has left us Sunday to enjoy; and we have taken it out of Sunday. The only event of the week that had much bearing on us New-Yorkers was the news of Pitman's admittance to the League, which, though not conveyed in exactly an official way, came from certain information. We rejoice with you, old boy: after many years the victory has come. That you deserve it, few here doubt; that you have well earned it, we all know; and that you will not (as some of its members seemed to fear) bring odium upon its ranks is the unanimous vote of all your friends who know your genial character of old. Clear in the banner of Ixion shines the Lone Star, and now new lustre is added to its beams, set in the black

and silver. We shake with you, "London W.," and echo your cordial sentiment to "Still shine on, Brother Pit." Congratulations are pouring in upon him from all sides; but I hope that mine, though one of the last to arrive, may not prove the least acceptable.

I note with pleasure young Hamilton's victory at Yale, and hope he will be able to put in an appearance at Philadelphia. It was too bad that he was jilted at Springfield. Place, too, we hope to see at Philadelphia. He will surely not be content, after beating the Boston men on their own ground in the five-mile, to lose the chance of doing the same thing by the riders of Quakerdom. And by the way, speaking of the Philadelphia races, the finest machine, without any doubt, will roll from New York. It will be ridden by Mr. Schuyler (of Schuyler & Duane). It has ivory handles, with gold-plated handle bar and brake, the rest of the machine being painted a deep brown striped with gold; look out for it!

The Columbia College games on Saturday afternoon were hardly a success from any point of view, the most of the athletic events being mere walk-overs; the bicycle race, a two-mile handicap, was won by R. C. Kemp in 6m. 33½s., G. M. Gray coming in second. They each of them had four hundred yards on the scratch man, Frank D. Howard of the Ixion Bicycle Club,—that is to say, they had about two laps handicap in sixteen laps, the track being eight to the mile. This seems to me something fearful to give on any man, to say nothing of one who had no record for two miles. The affair was if possible rendered a little more ridiculous by Mr. L. E. Myers, the runner, protesting Mr. Howard; no reasons of any account being advanced, except that it was that powerful star in the athletic firmament's will and pleasure so to do. But of course the king can do no wrong. I notice that *Puck* is one of the first to accept the bicycle as the coming steed, for in one of its latest cartoons—the one, I think, on the tunnel disaster—instead of mounting Death on the traditionary pale steed, it places him on a bicycle of wondrous construction and girth. I think it more appropriate, even if it does contain a covert fling at us.

Till we meet in Fairmount Park.

CHIC.

NEW YORK, 22 October, 1882.

Chicago.

Editor Bicycling World:—With the perfecting of Stony Island avenue, stretching south from city limits to South Chicago, a distance from the centre of the city of thirteen miles, a splendid bicycle run is opened up to bicyclers. From South Chicago a fine road branches off to the west and south, leading around through woods and along the bank of Lake Calumet, three miles, to Pullman, the Magic City of palaces, built in one year. Pullman is perhaps one of the

most wonderful places to be found, in that it is the very essence of the most expensive and refined civilization in the way of costly public and private buildings, built in the midst of a howling wilderness of flat prairie in a period so short as to make it worthy its name of the "Magic City." It is a city of the most metropolitan style, built entirely of pressed brick and cut stone, with solid blocks of houses the architecture of which, although different in almost every building, still follows out one plan or scheme of general design,—that of the Renaissance. Streets broad, and of the finest macadam, with stone gutters, and wide squares laid off with fine gravel walks, grass of the most cultivated velvet green, and flowers such as only the most skilful park gardening can produce. This magnificent triumph of high art in city building contains the great works of the Pullman Palace Car Company, built of the finest pressed brick and cut stone, and run by the monster Corliss engine exhibited at the Centennial, enclosed in a splendid plate-glass engine house. A hotel than which there is not a finer in the country, the "Florence," built and run upon the most extensive and elaborate plan, will receive and entertain the bicyclist visitor at reduced rates, thanks to the Chicago wheelmen who have "appointed" it a League hotel. Pullman has a rowing and athletic association, with a capital of \$10,000, whose grounds consist of a little island in Lake Calumet, at the foot of the principal street. Upon this island they have built a cinder track of six laps to the mile, a splendid grand stand and boat-houses, with a fine sodded field in the centre of the track, the banks of the little island being finely sloped and sodded. Chicago wheelmen are highly elated over this prospect for future races on a track where good records will be the rule and not the exception. The opening of this track will occur on the 21st inst., when the Chicago Bicycle Club will contest for the prizes offered—gold and silver medals—with five other wheelmen. A new boulevard is in process of completion, which will be finished in the course of a year, and will connect Pullman with the South Park system. This will give our wheelmen a delightful spin of fourteen miles over a sandpapered surface, level as a floor. Should the wind be strong from the south, the trip can be made out in the cars, and the return on wheel before the gale, or *vice versa* if from the north. This has been done lately, and makes a bicycle ride of the most extremely delightful character.

Mr. C. C. Philbrick has just received his 61-inch Harvard, and lost no time in discovering that he could not ride it with any comfort. He has consequently bought Capt. Miller's 57-inch D. H. F. Premier, and finds a good fit. He expresses his intention of keeping the Harvard for "parade purposes." We hear of an American traveling in England, who, observing the small machines ridden there by bicyclers generally, asked why it was, and was ad-

vised that they sent all the 60s over to America.... The *Wheelman* is at hand, and is received very kindly. Its make-up is very fine,—unexpectedly so. One cannot help offering a friendly criticism, however, in the matter of the bicyclers on the title-page. Their attitude seems altogether too pronounced. Their arms, which appear bigger than their legs, are in a very uncomfortable position, and we have failed to find a wheelman yet who rests his thumbs on the handle bar in the style illustrated. We would suggest a little more development of the lower limbs, even if the exuberant mustaches have to be curtailed for the purpose. Several Milwaukee wheelmen visited the Aerial Club on the 14th inst., and with the Chicago, Owl, and Hermes Clubs, forty-five strong, made a tour of the boulevards. They were entertained by the Aerials at a banquet in the evening. During the procession in Drexel Boulevard, a lady and a child in a buggy were upset through the lady becoming alarmed and pulling her horse up against the sloping banks of the roadway. No serious damage done. It may be that it is not a good idea for bicyclers to appear in too large numbers on drives without the escort of police or patrolling wheelmen. While in this case it was more the driver that was frightened than the horse, yet misunderstandings are apt to arise between the bicyclers and timid lady drivers that ought to be calculated for and guarded against to insure the protection of bicyclers from unjust construction of the cause of the accident and the safety of the latter.

STENO.

Telzah Says

A good many excellent things, and makes the most out of our poor and barren State of New Hampshire, and we are all proud of him as a chief consul; but of all the good things from Telzah's pen, nothing exceeds his remarks upon the action of the *Æolus Club* of Worcester. There is sufficient vim and life displayed in opposition to the L. A. W. to render it one of the most active and prosperous organizations of the country, could these guns but be reversed. Come, brother wheelmen, leaguemen, let us join hands and work in harmony. NASHOONON.

NASHUA, N. H., 23 October, 1882.

Buffalo.

At a regular meeting of this club on Wednesday evening, 11 October, nothing of great importance came up. The regular business was transacted as usual, with a little debate on club uniform, which was tabled for one month. Report of the tournament committee was received and placed on file, showing a balance in our favor.

The tournament is voted a success. We had a beautiful day, good track, fine crowd, and enough visiting wheelmen to make it pleasant. The Rochester Club turned out a goodly number, as also did the Dunkirk boys, and the "Rochester eight"

received hearty applause for their fine drilling. In fact, it was something our people had never seen before; and if they will come this way again, we can promise them a large audience. There were also several wheelmen from surrounding towns. Dr. Coleman makes a splendid judge, and I hope to see him in the stand again next year. I also noticed Dr. Blackham of Dunkirk and Miss Lotta among the visitors.

Capt. Sholes and Mr. Forward of the Cleveland Bicycle Club made us a call some time since, having ridden from Cleveland to Buffalo. We enjoyed their visit much, and hope they will come this way again. The menu card of their annual dinner, 3 October, was both artistic and original. Which makes the best pie, Friend Sholes, full-nickelled red Para rubber crust, or Hancock's patent non-slipping?

Sunday morning is a favorite time for riding in the Park among our club members, thirty wheelmen making a fine show last Sunday. In the afternoon our captain, while taking a spin, was thrown quite violently, and now is carrying his arm *à la* swing. The captain had called a club run for 17 October, but on account of his accident has postponed it one week.

I wish to say something to some one in regard to the L. A. W., and guess now is a good time and place. I think we should form a State branch, and then, perhaps, some interest will be taken in it. The riders, or some of them about here, say that they cannot see any good in belonging to the League, and I must admit that they have good reason for saying so. I am only a member, and cannot very well do more than talk, but I can talk. I think our representative at this end of the State can be braced up to do something, if a start is made. We are in the same office, and if necessary I can give him a stirring up at any time. Our State ought not to be left behind in this movement, and I say, Wake up, Mr. Chief Consul, and let us hear your bark! Chief consul Pratt of Massachusetts is a good criterion. Who is our chief consul? Why don't he follow suit? If he wants any help at this end of the State, I'm sure Dr. Coleman of Canandaigua is awake, and I'm also sure he can find a coadjutor in Buffalo. Dr. Blackham of Dunkirk is an enthusiastic wheeler, and can be counted on also. Perhaps I have said more than becomes an unofficial member, but I want to see something done.

C. K. ALLEY, *Cor. Sec.*

The American Star.

At the recent industrial exposition in Cincinnati there was a very fair exhibit of bicycles, both English and American, several of the latter being Stars of different sizes and styles of finish. The crank machines, of course, made a good appearance, but they were merely placed upon pedals and labelled, and had no exhibition of their qualities; while the gentle-

man in charge of the Star attracted attention to his exhibit by riding it to show of what it was capable. Among other feats he would cut the figure 8 in nearly all possible forms, and would close his performance by riding with apparent ease and perfect safety over a piece of joist or plank six or eight inches square without being dismounted. These features impressed the judges, and the machine received the highest medal and first premium.

AN EXHIBITOR.

About the Start.

Editor Bicycling World:—I would like some kindly disposed brother to enlighten my uneducated Western mind with a good reason why League races should be run from a stand. I have never heard a reason given, and do not see why it is not just as sensible to come to a stand at the finish as at the start. What is the object of a fast race anyhow? Is it not to see how quickly a given distance can be covered, rather than how quickly a start can be made?

There are several reasons which seem to me good and sufficient why a standing start should not be used. In the first place, it is unfair: a man with a small or a light wheel can gain twenty-five yards at the start, by his advantage in leverage or weight. I have repeatedly bent my pedal pins in trying to get started, and cannot possibly get up speed inside of half a dozen turns.

Again, it is liable to cause accidents when three or four start together, for there is always more or less tendency to wobble in starting from a stand. In the twenty-mile race at Louisville, last spring, where I had the honor to get beaten, three men ran into each other at the start, and piled up on the floor, while subscriber got out more by good luck than good shooting.

Then it makes the time compare unfavorably with trotting time: why should a horse have the advantage of a bicycle in making records?

Hoping that some one will take pity on my ignorance, I am

JUMBO.

ST. LOUIS, 16 October, 1882.

The 'Xtraordinary Challenge.

The author of "Safety Bicycles," in the *BICYCLING WORLD* of the 13th inst., admits that he has never tried the 'Xtraordinary Challenge, and says that he must therefore be careful in criticising it. His fairness of intention is quite evident; but it seems to me that no testimony should be accepted as valuable in regard to the performance of a peculiar machine, except as it comes from one personally experienced in its use, or from one who has collected the testimony of others who do know whereof they speak or write.

Having ridden the 'Xtra, and associated with many, perhaps twenty, riders who use it, I venture to give some information about it. This machine can be ridden, after a fashion, by any average bicy-

cle rider; but it is a rather difficult mount for a tyro, and requires a special training before one can ride it well. The vertical action of the leg, which is one of its features, is very effective and desirable, but time is required to acquire it. I think an average rider should do as much as one or two hundred miles on it before attempting to judge of its value for road work. On the road I find that, with riders of equal experience and ability, the 'Xtra will make fully as straight a track as the other machine, and if there is a difference it is in favor of the safety. The latter, for a beginner, is more erratic in steering, *but it is easier to steer* than the former; and when a rider learns it, the wobble disappears as much as from any bicycle. Any machine at high speed wobbles if the rider is unaccustomed to such speed, but I can show Mr. Wilcox riders of the 'Xtra who will steer as straight a course at any gait as any riders on other bicycles. The 'Xtra is nothing like so hard on the hands or exhausting to the arms as other machines, the American Star alone excepted.

In further proof of this, the rider who learns to ride the 'Xtra "hands off" finds it no more difficult than with any other machine. One fact is worth a thousand arguments or surmises. A gentleman of my acquaintance rode an 'Xtra, not long since, thirteen miles in sixty-five minutes. About nine miles of this was ridden *without the rider touching the handles*, except for a few seconds on one occasion, when turning a sharp corner. During the nine miles he descended a hill 1,100 feet long, with an average grade of five feet per hundred, and crossed about fifteen car tracks. Surely a machine must steer well to make such a performance possible.

I know many riders of experience who share my opinion in regard to the steering of the 'Xtra.

The charge of poor construction can be extended to nearly all bicycles at times. Some rather startling figures can be given in regard to some of our most popular ones. The first 'Xtras imported were defective in the centres, hubs, and spokes. Now the spindle and its bearings are thoroughly hardened, and wear nearly as well as those of any machine made, *if properly cared for, and not allowed to run too loose*. The addition of a dust cap to the head has done a great deal to prevent destructive wear of the centres. The hubs and spokes are now well made, and I think the front wheel is subject to less wear than on the ordinary bicycle. The reason for this is apparent: this wheel carries less weight, and does not have to raise the rider so much in passing over obstacles. The extra size of the rear wheel causes it to bridge small depressions and ride over obstacles more easily than a smaller wheel, and a pretty extensive comparison shows me that the rear wheel of the 'Xtra lasts about as long and wears about as well as the rear wheel of any machine.

Mr. Wilcox remarks that the 'Xtra

makes no well-founded and direct claim to either especial power or speed. On the contrary, all riders I have known claim great speed, at least *for road work*, and great hill-climbing power; and its records on the path are of high standard from one mile to one hundred miles.

I have ridden one 'Xtra probably more than 2,000 miles within the last twelve months alone, and shall probably make, during this month of October, as much as seven hundred miles more on a 54 inch 'Xtra. I have been the possessor of three 'Xtras and of eight or ten ordinary machines, and have ridden all sizes of the latter up to a 56-inch, and have had more experience with it than with the 'Xtra. This experience has been marked in favor of the 'Xtra for speed *on the road*, and up and down hill. I rode a 50-inch this summer twenty-seven miles in just three hours, over a hilly and stony road. My companion, a good man and well mounted on an ordinary, could not run hills as rapidly as I could, and yet I consider him my superior as a rider. The difference was in the machines. My companion in one trip this summer is one of the veteran riders of the United States; I know of none better. He is thoroughly expert with both styles of bicycle, and says decidedly that he can climb hills with the 'Xtra which he cannot mount with the other machine. This is my own experience. Nothing can upset such testimony except truthful testimony of contrary experience coming from riders who really know both machines.

On the level the 'Xtra is probably a little, a very little, slower than the ordinary, but it is quicker on rough ground; I believe it is quicker up-hill, and I know it is safer to run fast down-hill.

Mr. Wilcox dwells lightly upon the advantages possessed by the 'Xtra, — so lightly that I am led to believe he does not fully realize their importance. City riders may not value an easy mount and dismount, but a tired traveller in the afternoon knows what a grand point of superiority resides in the 'Xtra in this respect.

Possibly twenty per cent, or say only ten per cent, of a rider's strength is exhausted, on a journey, in back-pedalling on the ordinary. The great brake power of the 'Xtra does away with this unavoidable loss. Back-pedalling is a necessary accomplishment for all riders, but on a journey the brake should be used as much as possible to save the rider's strength.

The strain on the hands and arms on the ordinary machine causes a large percentage of the exhaustion of a journey, but the pedals on the 'Xtra are relatively farther back by about three inches, and this gives the rider more effective weight for propulsion, with much less strain on the arms. This is an advantage which cannot be overestimated.

But over and above all, the element of safety is the grand feature of the 'Xtra. It makes night riding an unalloyed pleasure. It enables many men to ride who

could never be induced to take the risks of the ordinary, and it also enables one to ride down steep descents and across broken grounds where the ordinary machine must be pushed by hand.

I have known many good riders to abandon their ordinary machines permanently for the 'Xtra. I have known a few beginners with the 'Xtra to give it up for its rival, but I have never known or heard of a single case wherein a really experienced rider of the 'Xtra gave it up for any other style of bicycle.

This may be called a eulogy; but I ask anyone who wishes to criticise this article in fairness, and for the sake of bicycling and the truth, to reply to the statements of fact and experience herein contained, if he can. I repeat that facts are worth more than arguments or theories, and I can, if necessary, furnish ample testimony from experienced riders as to the many advantages of the 'Xtra. SAFETY.

P. S. There is no force in the statement that the inventor once made an immense 'Xtraordinary, and never made another. The same kind of testimony applies to ordinary machines. The Aerial Works once turned out a seven-foot wheel which was a failure, and could not be run up to the speed a friend of mine gets on a 48-inch 'Xtra. The famous monster bicycle of Coventry is a useless toy, and Mr. Albin's big circus wheel is simply the laughing-stock of bicyclers. S.

The Ring.

(For the Bicycling World.)

LONG cycles since, so chroniclers relate,
(Scratching, the while, with inky quill, a pate
Smooth-shaven,) down stepped to the roaring sea
A sleepless king.

With troubled mien he cast far in the deep
An amulet, and watched, as with a leap,
The mad waves sprang and grasped with savage glee.
The royal ring.

And history relates how in amaze
A fisherman found glittering in the rays
Of morning glory — all bedewed with slime —
The wondrous gem.

So, king and humble fisherman in one,
The doubting tyro feels his life is done,
As o'er his prostrate form wild cycles climb
In rampant strife.

But lo! persisting, swift the crown of health
Dazzles his unaccustomed eyes with wealth
Of joy perennial, — the diadem
Of new-born life!

J. PARK STREET.

L. A. W. Officers' Fall Meeting.

LAST Friday, at 10.30 A. M., the board of officers of the League of American Wheelmen assembled at the Hotel Vendome, Boston, to hold its annual fall session. We shall give this week but a brief synopsis of the business done; and next week, or as soon as the copy is furnished, we shall print from the stenographer's notes the report in full. Those present comprised President W. H. Miller of Columbus, Ohio; Vice-President A. W. Parsons of Cambridgeport; Chief

Consuls S. A. Marsden of New Haven, Conn., C. H. Lamson of Portland, Me., Fred S. Pratt of Worcester, C. A. Hazlett of Portsmouth, N. H.; Representatives George H. Day of Hartford, Conn., E. K. Hill of Worcester, F. N. Carpenter of Boston, C. P. Shillaber of Boston, C. L. Clark of Newton, M. D. Currier of Lawrence, Frank S. Winship of Lynn, A. J. Philbrick of Salem, E. M. Gilman of Nashua, N. H., Dr. A. G. Coleman of Canandaigua, N. Y., and Treasurer W. V. Gilman of Nashua, N. H. The notices had been issued quite late, and this, combined with the distances to be traversed by many of the chief consuls, occasioned the slim attendance. A large number of tie votes in the recent election by mail voting, and several resignations since, had occasioned many vacancies, and the greater part of the meeting in the morning was taken up in filling these, the following being the elections made: L. M. Beebe, Jr., of Charlestown, to be chief consul of South Carolina; Philip T. Dodge of Massachusetts to be chief consul for the District of Columbia; Harry Bates of Indianapolis for Indiana; Horace Beddo of Louisville for Kentucky; A. G. Carpenter of Providence for Rhode Island. The following representatives were elected: C. Waterhouse of San Francisco, C. E. Hawley of Washington, H. G. Rouse of Peoria, Ill., H. W. Williams of Boston, C. K. Ferry of Springfield, J. A. Cross of Providence, C. W. McLean of Louisville. The treasurer, W. V. Gilman of Nashua, N. H., submitted a report of the financial business of the League for the six months ending 20 October, 1882, which showed the total receipts to be \$1,717.88; total expenditures, \$748.93; balance in the treasury, \$973.95. Five hundred and thirty-eight members have been added, and eight hundred and seventy members have paid their dues, making a total of fourteen hundred and eight who are active members, according to the treasury record.

Little other important business was transacted in the forenoon, and the board adjourned until evening to attend the races at Beacon Park. On reassembling in the evening the proposed amendments to the rules were taken up, and the following adopted: To No. 17 of the racing rules, "The track shall be measured on a line drawn three from the pole." Of general rule 25 the words "taught or" were, after considerable debate, stricken out. Of rule 26, all after the first two lines were stricken out. Amendments were also made to rule 8, in relation to duties of representatives, and to rule 21, in regard to the method of balloting by mail. The following members were elected a racing board of the League: S. A. Marsden of New Haven, L. H. Johnson of Orange, N. J., George D. Gideon of Philadelphia, George H. Strong of Oakland, Cal., J. S. Dean of Boston, and Burley B. Ayers of Chicago.

Mr. Will R. Pitman's case was taken up, he having renewed his application

for membership; and, after a brief debate, he was admitted. The president was authorized to appoint a committee of three to confer with the railroad companies of the country with a view to obtaining free transportation of passengers' bicycles. It was voted that copies of the names of applicants for membership be sent to the *Wheel* for publication. A considerable portion of the evening was devoted to a consideration of ways and means, and the meeting did not adjourn until about 1 o'clock Saturday morning.

CURRENT CALAMO

THE Bostons and Providences have been having a fine time this week in the hilariously fraternizing vein.

SECRETARY TOLMAN, of the Worcesters, has returned from his trip to Washington and tour through Virginia, having had a fine time.

WE have Dr. A. G. Coleman's narrative of his and the Rochester wheelmen's recent trip to Kansas and Colorado, and shall publish it in the *WORLD* at an early day.

ABOUT ten wheelmen visit Philadelphia this week from this vicinity, among them Papa Weston, the Popes, and Capt. F. W. Whiting of the Chelsea Bicycle Club, who will represent the *WORLD* at the wheelmen's meet.

A GRAND six-days' professional championship of America bicycle race is being projected in New York, and all who desire to participate may learn particulars by addressing F. A. Stenier of *Turf, Field, and Farm*, Church row, New York.

THE Star Wheel Club of East Rochester, N. H., all mounted on American Stars, intend a run to Boston and vicinity, starting 30 October. That will give the machine a pretty good test, for they will have some "cuss" roads to get over before reaching sandpaper.

PRESIDENT T SEDGWICK STEELE of the Connecticut Bicycle Club, Hartford, has just presented his club with a handsome flag. It is of dark-green silk, two and a half feet long, and has the name of the club lettered upon it in gold. The banner is richly and tastefully mounted, and is to be used on all club parades.

MEMBERSHIP in the L. A. W. is no longer a guaranty of amateurship to the Bicycle Touring Club, the Bicycle Union, nor the National Association of Amateur Athletes of America, and League members wishing to compete in events under the auspices of those associations must produce other credentials of eligibility.

IF the Massachusetts Division, L. A. W., impose any assessment, either voluntary or involuntary, upon membership, it will kill itself very dead. Too many things already draw the shekels from bicyclers' pockets. If the League of American Wheelmen cost nothing to join and levied no assessment, we would know

in six months' time just how many bicycle riders there are in the country. because every man who had a bicycle would join.

THE Pope Manufacturing Company scored another point last Friday evening, when they made use of their club to remove professional disabilities from their riding teachers. Capt. Shillaber has a level head, and showed the courage of his convictions when he put his voice on record against the abuse of a power backed by such powerful odds.

AT the regular meeting of the Kings County Wheelmen, 19 October, it was voted to make a run election day to Orange and return, and that Brooklyn, New York, and New Jersey clubs be invited to participate. A pleasant episode of the evening was the presentation to G. W. Brown, the anti-monopolist member, of a neatly arranged basket of soup trimmings, to which he responded in an appropriate speech.

C. L. CLARK, of the Boston and Newton Bicycle Clubs, was the only member of the board of officers who voted against changing the amateur rule at the meeting last Friday, and only he and Capt. C. P. Shillaber of the Massachusetts Club opposed it in debate; Representatives Carpenter of the Boston Crescent, and Winship of Lynn, were not present in the evening, but they would have voted against the change.

THE TREMONTS TO THE FRONT!—ONE HUNDRED AND FIFTY-FOUR MILES IN 20³/₄h.—Messrs. C. J. Holland and W. L. Jackson, of Medford, members of the Tremont Bicycle Club of Boston, made a run of one hundred and fifty-four miles Oct. 22. The start was made from Medford Centre at 12.18 A. M., and the finish at 11.49 P. M. The route was to South Framingham *via* Cambridge, Chestnut Hill, Newton Lower Falls, Wellesley, and Natick, returning by same road; then to Gloucester, *via* Malden, Saugus, Lynn, Salem, and Beverly, returning to Medford by same road, and again to South Framingham, and return to Medford as before, making a total distance of one hundred and fifty-four miles. Running time, 20h. 30m.; time used for meals and rest, 3h. 1m. The above is the longest run made in one day by any bicycle club in America.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

To Correspondents.

C. E., Minneapolis, Minn.—1. Not necessarily. 2. It is largely a matter of preference. We think their merits are about equal.

C. H. W., Manchester, N. H.—Thank you. Do so some more.

F. W. S., Barre, Vt.—You have probably received the book by this time, eh?

C. K. A., Buffalo, N. Y.—Have attended to the matter.

H. C. D., New York.—It is a good thing. You will make no mistake in having your machine finished that way.

C. E. T., Binghamton, N. Y.—The Yale Roadster, or the British Challenge.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the *BICYCLING WORLD*, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the *BICYCLING WORLD* of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the *WORLD*. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the *BICYCLING WORLD*, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the *BICYCLING WORLD*, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. L. A. W.

DUNKIRK Bt. CLUB.—Additional: P. C. Hamilton, Henry Heyl,—both of Dunkirk, N. Y.

NASHUA WHEEL CLUB.—Additional: Frank B. McKean, Concord street; Thomas E. McAfee, 142 Bowers street,—both of Nashua, N. H.

CORTLANDT WHEELMEN.—Additional: Howard N. Simpson, Peekskill, N. Y.; Samuel Wessells, Peekskill, N. Y.; Henry Tate, Verplanck's Point, N. Y.

UNATTACHED.—Fred. Blamwell, Cambridge street, Old St. Pancras road, London, N. E.

Additional Consuls for Massachusetts.

The following consuls have been appointed in Massachusetts since last reported: O. W. Whitmore, Arlington; Arthur L. Whiton, Hingham; Frederick E. Smith, Ipswich; Wil is Farrington, Lowell; Lewis T. Frye, Marlboro'; Adams D. Claffin, Newtonville; L. L. Atwood, Pittsfield; Chas. H. Patch, Wakefield; Edw. T. Ide, Waltham; Edw. C. Bates, Westboro'.

FRED. S. PRATT,
Chief Consul Mass.

21 OCTOBER, 1882.

Cycling Mems.

THE fall meeting has passed into history. The officers have heard our *Cead Mille Faidhe*, have eaten and drunken with us, have wound up the machine to run another six months, have tasted our treadle cup, and wheeled away.

It was a most goodlie companie, though but eighteen out of the full board of sixty-five responded to the roll-call, and fifteen of these were from New England.

PRESIDENT MILLER was with us, bringing good news from the State where presidents are born now, and where they vote out of office the officials who veto the Sunday tonics.

HANDSOME COMMANDER MARSDEN showed his big manly form in the meeting, and made us little fellows green with envy that Nature should have been so liberal with him and so niggardly with us.

AND the Canandaiguan doctor was there. It was worth a good deal to hear his jolly laugh, and "London W." thought he could well afford to have a toothache if only to have a call from such a genial fellow.

THEN there was a small host of royal good fellows whom it did one good to meet: Hazlett, the Gilmans, Fred Pratt, Currier, Winship, Hill, Day, and Lamson. In such a company who could fail to be of good cheer?

IT ill becomes one of the faithful, of whom "London W." is decidedly which, to criticize the doings of the officers, and I do not intend to.

AND yet I could not fail to see where a person afflicted with *cacoethes carpendi* might find material to work upon.

SUCH a one might say, for instance, that the League is a cumbersome affair that no one knows just how to manage, and that it may one day be run in the interest of a few to the great detriment of the many. Pshaw, man! you are a carping critic.

SUCH a one might say that the full board of officers consists of sixty-five persons, and yet they cannot hope to get a meeting where a score can attend; and if of these a majority have an evil purpose, why can they not carry it out? Don't be a fool, c. c.

THE c. c. fellow might say it was manifestly unfair that ten men, the largest possible majority to be obtained at an officers' meeting, should be able to change important rules of an organization with a membership of 1,400. But we must remember that he has the c. c.

HE might go further and say, "Suppose some club had personal spite against the members of another club. Suppose they should get control of the meeting and wash their dirty linen at the expense of the League. Suppose they should call in a silver-tongued orator from abroad to champion their cause and pull wool over the eyes of the men outside the ring. Suppose they should run the League in the interest of and at the dictation of a manufacturer." Stop, fellow, you go too far. The League would rise in its might and stamp out such a conspiracy.

AND then "London W." would retire to his back attic and think.

LEW. FRYE lost the medal. I was truly sorry to see his colors go down, for I remember how well he kept them aloft when the English craft Vesey sailed into port and struck its flag in sight of Lewis's little wheel. He made a good race on Friday, but was overmatched. Better luck next time, Lewis.

HENDEE will be heard from in the future. Keep your ears open, John Bull, and keep your men in good trim.

PRINCE had Hendee in hand for a week before the race, and what Prince does n't know about training men is n't worth much. If any one doubts this, let them look at the records of his graduates:

Moore, Ahl, Underwood, Claffin, Norton, Dean, and Hendee.

"LONDON W." went to a horse race the other day and stood in the cold an hour while they tried to get a satisfactory flying start; they tried it twelve times, and they did not get the best results. After such an experience, I shall not welcome the day when we have the flying start in bicycle races.

No, no, "Cyclos," it won't do! We don't want to compare wheel time with horse time, any more than we want to compare apples and cucumbers.

IF "Cyclos" wants to know how fast a bicycle can be put over a mile track, let him pick out the fastest mile in a long race or the last in a two-mile.

BICYCLING in all its forms has been studied in England for many years, and Americans had better profit by the experience over there than go into experiments on its own hook. When Americans have lowered the English records from a standing start they can with good grace talk about a change in the rules, but not until then.

A CORRESPONDENT, "Icyle" of Washington, writes: "London W., you ask what disadvantages, if any, has the Humber trike. I have not ridden the machine; but from what I have seen and heard of it, have formed a very unfavorable opinion. While I concede that it is a very speedy machine, I think that safety is a quality it lacks; and that the 'Xtra Challenge' bike is far superior in this particular. The two principal objections are, 1st, the liability of striking the knee under the axle in front, in which case the rider would receive a very awkward fall; and 2d, the strain on the hands and arms necessary to keep the machine in a straight course when going fast. I have noticed that the course is then very erratic. I would like some information as to the hill-climbing capabilities of trikes driven with clutch gear similar to the American Star.

I have not tried any machine fitted with the clutch gear, and know of but few which are. The Victor may be taken as a fair sample of this class of trikes. Sturmey speaks of it as having an immense leverage and consequent power, and says it can be driven from a standstill over an eight-inch log.

There would be no dead centres, which might fairly be considered an advantage, as the dead centre is a great drawback in climbing hills on an ordinary crank machine. In sociables this can be got over by fitting the cranks on the quarter section.

The American Star clutch gear is objectionable, owing to the inability to back-pedal; but on the other hand, hills can be coasted without removing the feet from the pedals.

"Icyle's" remarks on the Humber fully coincide with my own opinion as formed from an examination of the machine.

LONDON W.

The Massachusetts Run and Division.

PURSUANT to announcement, the Massachusetts members of the League of American Wheelmen and several riders from other States, including President Miller of the Columbus (Ohio) Buckeyes, Chief Consul Lamson of Maine, Dr. Coleman of Canandaigua, N. Y., and V. C. Place of Pennsylvania, numbering in all thirty-eight riders, assembled in Trinity square Saturday morning, and at about 9.30 o'clock, headed by Chief Consul Pratt, and with the Boston Bicycle Club under Consul Everett at the right of the line, mounted wheels for South Canton. The roads leading out of the city were in rather poor condition from recent rains and fall repairs, but all arrived without mishap soon after twelve o'clock. Dinner was taken in the Canton Town Hall, at which forty-seven wheelmen sat down, others having joined the main body *en route*.

After dinner a Massachusetts division of the L. A. W. was organized under Consul Pratt, with, F. P. Kendall of Worcester as secretary and C. P. Shillaber as treasurer, who, with the representatives, will form the executive board. A motion to levy an annual assessment of fifty cents occasioned some debate; but an amendment was finally carried, instructing the board of officers to consider the best method of raising money to meet expenses. After a committee consisting of the chief consul and Messrs. E. K. Hill of Worcester, and C. L. Clark of Newton, had been appointed to superintend the work of locating and

putting up of road signs, the division adjourned. Before returning, a photograph of the party was taken in an adjoining field.

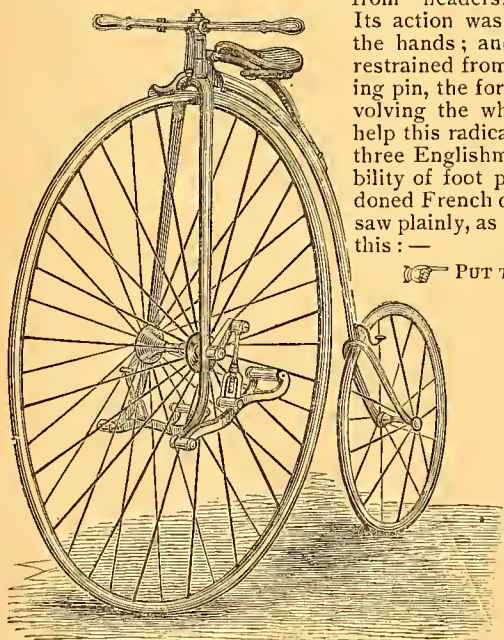
THE ever-welcome Bicycle Touring Club *Gazette*, edited by L. A. W. Chief Consul for England, E. R. Shipton, comes to us regularly and is read with interest, and we often wish we could spare more space in the *WORLD* for "scissors" quotations from its pages occasionally. We see by the October issue that the total numerical strength of the Bicycle Touring Club to that date was 6,348, besides one hundred and sixty-five names in the monthly list of applicants for admission. We notice in the report of September sitting of the council that among other things it was voted: "That a petition be drawn up, to be presented with that of the Bicycle Union, requesting the Duke of Cambridge to allow 'cyclists to pass through Richmond Park.'" So it seems English wheelmen are not supinely submitting to unjust exclusions from public pleasure thoroughfares more than ourselves. Another noticeable item in its columns is from a correspondent who complains that a hotel at St. Asaph persists in displaying a B. T. C. sign-board, and claiming to be the B. T. C. house, in defiance of consuls' protests, and to the serious hardship and loss of the regularly appointed house; which goes to show that the patronage of wheelmen is something worth catering for by landlords over there, whatever the American Boniface may think.

Safety Bicycles.

II.

THE "bone-shaker," or velocipede, — which was simply the century-old Draisine provided with foot cranks, — placed the rider in the best possible position for safety from "headers," but there its advantages ended. Its action was a thrust forward, directly against the hands; and when the handle and wheel were restrained from being shoved around on the steering pin, the force of the thrust was diverted to revolving the wheel. Changes in detail could not help this radical fault of position; and when two or three Englishmen, who still believed in the practicability of foot propulsion, took up anew this abandoned French device, and began pondering it, they saw plainly, as the first rule in solving the problem, this: —

PUT THE RIDER OVER HIS WORK.



This rule, now the fixed one in bicycle and tricycle construction, and disputed by only an occasional eccentric rider, required a large front wheel, in order to give leg room; the large front wheel required a small back wheel, for without such the rider never could get up to his place. Hence the bicycle as ordinarily built, — somewhat laborious to ascend to, somewhat sudden to descend from, and somewhat mulish in its kickup propensities.

The Facile, which is the only

really successful 'bicycle of the small-wheel type, as far as I know, was planned as a safety machine, for riders who put safety first; and it was only in the season of 1881 that it began to attract attention, as claiming and possessing other material advantages as well. Its construction is well shown in the cut annexed. Its rake is an inch or two only — about the same as in the ordinary make a few seasons ago. The back wheel is twenty-two inches; the front was formerly made from thirty-two to forty-six, but now from thirty-two to fifty-two. The crank is three inches only, and has no adjustability. Distance from fulcrum, at end of fork, to the attachment of connecting rod, is seven inches; full length of lever, twelve and one half inches. The stroke of the pedal is an arc of a circle ten and one half inches in each direction, and the motion is closely similar to that of the treadle of a foot lathe. The adjustment of leg reach is on the connecting-rod.

The safety results from the smallness of front wheel, the increase in back wheel, and the peculiar mode of driving. The lower the seat, the less distance to fall, and the less likely to tip forward, other things being equal; also, the farther to tip before the rider's centre of gravity gets forward of the axle. The larger the driver, of course the less absolute the safety, but increasing its size can only affect one of the three elements therein. The effect of the larger back wheel is obvious. The foot being always both below and behind the axle, the pressure works to keep the machine down rather than tilt it up. Safety is certainly secured; and although I have not experimented on that point particularly, I am satisfied that it would be difficult to get a hurt on it, unless in such a crash as would upset anything on wheels. Other advantages claimed are that the machine is easy to get on and off; especially good at hills and on rough roads; very easy driving; and that it puts the rider all the time just where the rider of the ordinary pattern always tries to get, but cannot quite make out, however he slides and leans forward, — *over his work*.

The 44-inch Facile in my possession is the only specimen which has come to America, so far as I know, and I did not venture the experiment until after extensive correspondence and study. The advantages above sketched are so obvious and probable that, as most riders would do, I substantially admitted them; but my question was, What defects in practical working must be accepted as the price of these good qualities? As was natural, I associated reduced speed with the smaller wheel, and queried whether the junior machine could keep even with its bigger brothers; but having already become partly freed from that usual disease of wheelmen in their tender years, "big wheel on the brain," I worked out the following comparisons, which the reader can test for himself, between a 50 ordinary and a 40 Facile, a 5-inch crank being assumed for the former, the

quantities being expressed in whole numbers and decimals : —

MACHINE.	Inches travelled by wheel per revolution.	Number of revolutions per mile.	Number of revolutions per minute on a 10-mile pace per hour.	Inches per revolution.	TRAVEL OF FOOT.		Miles travelled by machine for each mile travelled by the foot.
					Feet per mile.		
50-inch.	157.079	493.36	67.23	31.41592	1,056		5
40-inch.	125.663	504.25	84.09	21.00000	883		6 + 13 ft.

The 50-inch makes four revolutions to five of the 40, but the foot on the 50 travels about four and eight tenths feet where it travels four on the 40. When both machines run at the same speed, the 40 wheel makes one fourth more revolutions, and the foot one fourth more strokes than the 50; but the foot travels more slowly on the 40, although making more strokes in a given time, because its strokes are shorter. On the 50 the foot traverses a circle of five inches radius (31.41592 inches) for each revolution of wheel; on the 40 it traverses an arc of ten and one half inches and back; hence the four revolutions of the 50 require 125.663 inches of foot travel, and the five revolutions of the 40 require one hundred and five inches, both done in the same time.

As to power, the comparison may be made thus : —

Wheel.	Length of crank to that of wheel radius is as	Or, as
50-inch.	5 inches to 25 inches	1 to 5
40-inch.	3 inches to 20 inches	1 to 6.66

But as the Facile lever gives the foot five and one half inches of leverage (*i. e.*,

distance from pedal to connecting rod), the crank is practically eight and a half instead of three inches, and the comparison becomes thus : —

Wheel.	Leverage of power to that of resistance is as	Lbs. on Pedal required to turn.
50-inch.	1 to 5	2.123
40-inch.	1 to 2.355	1

If the Facile lever is applied to a 50-inch wheel (and retains the same measurements) we have the comparison of a 50-inch wheel with a 5-inch crank, and another with a 3-inch crank, to which five and one half inches are added practically. The leverage of power (or crank) to that of resistance (or the wheel radius) is then one to five in one case, and one to 2.941 in the other; and the number of pounds required on pedal will be one and seven tenths in one case and one in the other. It thus appears that the advantage in respect to power does not depend upon smallness of wheel, but that this simple driving device *at once lengthens the crank and shortens the stroke*. The oblique direction of the pull apparently wastes some power at one point in the stroke; on the other hand, it apparently adds power at another point. The smaller front wheel increases axle-friction per mile: the larger back wheel decreases it. There are two additional frictional points; but the motion is very slight there. Again, the direct vertical action, and ability to utilize the weight of the body as driving power, are "points."

This theoretical demonstration appears to me unassailable, as such things go; but a pound of experience is worth a ton of theory. We find that the 48-inch wheelman keeps up with the 54-inch ordinarily; and when we come down to what may be reckoned "boys' sizes," the question is whether the short and quickly made stroke of the Facile compensates for the lessened circumference of wheel. The following "times" with a 40-inch machine are recorded : —

25 miles in 1 h. 58 m. = 12½ miles per hour.
20 miles in 1 h. 32 m. = 13 miles per hour.
10 miles in . . . 42 m. = 14 miles per hour.
56 miles in 5 h. 25 m. = 10½ miles per hour.

This is all road work. The first was the road race in September, 1881, and is of course unquestionable, Mr. Harry Etherington acting as timer and referee; in the last, Mr. Lacy Hillier was one of the riders, and this was in a heavy rain. Mr. C. D. Vesey claims to have done a mile, on the track, on a 40-inch, in 3m. 28s., and Mr. Larette claims to have done thirty-one miles on the road on a 44-inch in 2h. 20m., equivalent to thirteen and one third miles an hour. The general claim of its friends is ten to twelve miles an hour for the Facile, and there does not seem to be any sacrifice of speed, as far as I can learn.

To the above may be added mention

of the Facile road race, beginning at midnight on Sept. 30 last; about twenty-two riders took part, and over a hundred bikes and trikes, with lamps burning and bells jangling, started with them as escort. The object was to see what distances could be traversed within twenty-four hours, and the three riders who took highest prizes did 189, 198, and 214½ miles.

Circumstances have so abridged my riding this year that I cannot report, as yet, any extended use of my specimen machine but it has given me no cause to regret the experiment of purchasing it. I feared the vertical action might prove fatiguing, but cannot say that I find it so, although the machine, like all new things, must be "got into," by some training before doing its best. I find the steering a very little peculiar, as the feet have little share in it, but this will quite disappear in practice; on the other hand, I find almost a total absence of the usual pull on the handles, the feet not pushing against the hands. The *feeling* of security is itself agreeable, and the ease of mount and dismount is valuable, this being all the greater in sections where the rideable surface is in bits.

The makers of this machine believe it will ultimately supersede the ordinary pattern. I cannot say that I think so, or even that any safety bicycle will do that (although this one is making good progress); because people will differ, it is impossible to unite all good points in one thing, and there will always be an attractiveness, to vigorous youth, in daring, difficulty, and danger. But the 150,000 bicyclers of to-day will be, a dozen years hence, either "out of it" by death or disability, or else largely mounted on trikes or safer bikes, or going afoot. Who that has once pushed the rubber pedal is willing to relinquish it while his joints know how to bend? Those who want speed most, or require the spice of danger, can have it; whether they or those who prefer "safety, speed, and comfort," will become the majority, time will show. Meanwhile, we can all admit that the safety or safe bicycle has its place, and a wide one, and we can (as certainly we ought to) rejoice to see every form of the steel steed, on any number of wheels, arise and roll on, for whatever enlarges the field of choice is for the general benefit, and whatever would tie up competition is either greedy monopoly or bat-eyed indifference. And especially I want to whisper the hint that, in this semi-roadless country of ours, any machine (two-legged or more) which somewhat defies bad roads and teaches the maturer and doubting citizen how to ride, and what roads are, is a welcome preacher in the cause of wheelmen.

JULIUS WILCOX.

63 MURRAY ST., NEW YORK, 3 October, 1882.

FOR a man so addicted to "looking down in the mouth," Dr. Coleman of Canandaigua has a very jovial expression of countenance — and his countenance does n't belie him.

BICYCLE REPAIRING, NICKEL PLATING AND PAINTING.

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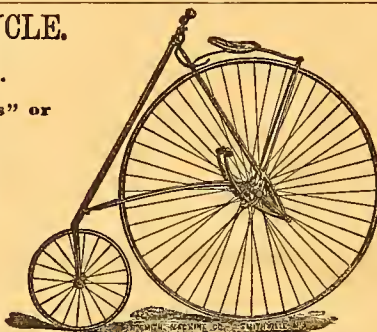
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The Official Organ of the League of American Wheelmen.

Published Weekly. 8 Pemberton Square, Boston, Mass.

William S. Gilman, Editor.

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Number 26.

[Vol. V.

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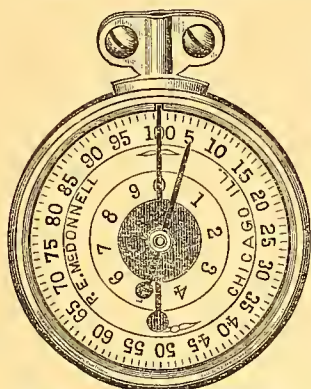
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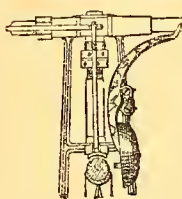
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As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America, — clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions and improvements, routes, and all information of interest or value to wheelmen. It also contains selections, throughout the year, from foreign wheel literature, of such items and articles relating to bicycling as are of interest to wheelmen in America. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated.

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☞ Personal letters to Mr. E. C. Hodges should be directed to 28 State Street, Boston, Mass.

To Contributors.

WRITE only on one side of the sheet. Avoid unnecessary paragraphing. Always send (confidentially) full name and address with *nom de plume*. Separate reports of races or club doings from general correspondence. Endeavor to follow the style of the department of the paper your contribution is intended for. Brief communications intended for publication in the next ensuing issue should be in the editor's hands by Monday morning, and longer articles by Saturday, and should be addressed to WILLIAM E. GILMAN, 8 FEMBERTON SQUARE, BOSTON, MASS.

BOSTON, 3 NOVEMBER, 1882.

A QUESTION.

THE large number of wheelmen has not been without its effect on the public laws, and courts have rendered decisions to meet special cases brought before them. These decisions have related mainly to the rights of bicyclers to the use of highways, and have been, in nearly every case, uniform to conceding to riders equal rights with travellers by other modes of locomotion. It is not strange, with the multitude of cyclers and the large number of makers, many of the latter turning out machines of inferior quality and defective mechanism, that occasional accidents should occur from the breaking of parts. Many complaints have been made in the Eng-

lish wheel press about the breaking of backbones of bicycles, and a correspondent of the *Cyclist* asks whether there is any remedy against the maker. This opens a question not new in respect to sales of other commodities and merchandise, but we have not heard of any attempt being made to recover, in an action at law, damages for injuries sustained by reason of a defective bicycle; nor do we believe that in the ordinary cases of breakages could an action be maintained. The use of the bicycle and its attendant results are so comparatively novel that the law which has applied to heavier vehicles, requiring less care in construction, might be open to question by some acute lawyer. If the defect is a patent one, that is, one which might be ascertained and remedied by reasonable care on the part of the vender, and the purchaser relies on the former's judgment in the selection of his mount, it would seem that the implied warranty would be sufficient to maintain an action in case injuries are sustained. If, however, the defect is a latent one, and the purchaser uses his own judgment in his selection, he must bear patiently any injuries he may suffer. The law of warranty is somewhat complicated, and the decisions are not in harmony, although the principles are pretty well settled. The question is, whether the bicycle, being so different in every respect, — so much lighter, and necessitating such great care in its construction in every detail, and the consequences of a breakage so liable to be severe, and possibly fatal, — should warrant more liberality of decision in respect to vendees of bicycles than those of other vehicles and articles of commerce. We refer to this subject as being a live topic, and of considerable interest to makers, dealers and purchasers alike. Our dealers could, as a rule, ill afford to defend suits of this class, even if resulting in their favor; and, except in very rare cases, would riders care to bring suit. Thus it behooves riders to use great circumspection in selecting a mount, and makers to use care and judgment in their manufacture, and see that the material used is of the best. Even with what the law calls reasonable care, a defective machine will occasionally find its way to the salesroom, and finally to the road; so that this question may arise for adjudication at any time. We are pleased to say that in our dealings with the different firms engaged in

the "bicycle business," we have found them generally inclined to replace parts broken by reason of a defect; but this would not be sufficient compensation if severe injuries were sustained by reason of such breakage.

WHEEL CLUB DOINGS

WHAT IS TO BE.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

TREMONT BI. CLUB. — At a meeting held in Boston, 20 September, 1882, a number of amateur wheelmen formed the Tremont Bicycle Club. At a second meeting held 18 October, 1882, a code of by-laws, prepared by a committee appointed at the previous meeting, was adopted, and the following officers elected for the ensuing year: President, C. J. Upham; secretary and treasurer, E. A. Hemmenway; captain, M. L. Brown; first lieutenant, W. L. Jackson; second lieutenant, E. A. Tenney. A uniform will probably be selected without delay. The club starts with a membership of thirteen, and several others are expected soon to join.

E. A. HEMMENWAY, Sec.

40 State street, Room 41, Boston.

SCRANTON, BI. CLUB. — The wheel is becoming more popular in this city each season, and our club now comprises some of our leading professional men and most active business citizens. 19 October we gave our first entertainment and social, which was a grand success; the programme comprised a promenade concert by the battalion band, and exhibition drill by members of the Scranton Club, and an exhibition of fancy riding by Prof. Kaufman of the Rochester, N. Y., Club, concluding with a social hop, all of which was enjoyed by the large and select audience which completely filled the Armory. The Binghampton Club, who came as our guests, we found very pleasant company, and the relations between the two clubs are the most pleasant; we are always pleased to see bicyclers from all points, and do our best to make them feel at home.

F. C. H.

BOSTON AND PROVIDENCE BI. CLUBS. — On Wednesday, 25 October, the Providence Bicycle Club, in response to an invitation from the Boston Club, embarked on the cars for Canton Junction, where they were met by members of the Boston Club, and escorted to Cobb's Tavern. A ramble in the woods, a game of base ball in which the Boston nine was defeated, and wheel talk consumed the time before dinner, which was served at one o'clock. Shortly after dinner, wheels were mounted, and under command

of Capt. Hodges, an enjoyable run was had to the city. In the evening an elegant collation was served at the Bostons' Club House and the hours previous to the departure of the Providence Club for home spent in that joyous sociality for which these two clubs are famous. Nothing occurred to mar the pleasure of the occasion, which was enjoyed by all.

RACES

Coming Events.

4 November. New York. At Polo Grounds, under auspices of Manhattan A. C. and Moseley Harriers of Birmingham, England; three-mile bicycle handicaps. Saturday, 11th, one-mile bicycle handicap in heats.

6 November. New York. Manhattan Polo Grounds, one-mile bicycle handicap in heats.

CLEVELAND, OHIO, 24 OCTOBER. — The Cleveland Bicycle Club held its fall race meeting at Perkins' track, West Cleveland, 24 October, in the presence of a number of guests and persons interested in wheeling. The track was rather heavy, and the strong wind blowing made fast time difficult. All the races were excellently contested, and the afternoon's sport was a success in every particular. The judges were Messrs. William Edwards, J. H. Wade, Jr., and W. H. Backus. There were six races on the programme. The first was the five-mile race for the championship medal of the Cleveland Club; a handsome gold badge got up by President J. H. Wade, Jr. It brought out a keen contest. Messrs. George Collister, W. H. Wetmore, Andrew Janes, Paul North, J. D. Pugh, Jr., H. Avery, and G. H. Potter were the starters, and all went away well together. W. H. Wetmore took the lead and held it for four miles, riding fast and steady. George Collister hung to him closely, and on the fifth mile came up with Wetmore, and in a fine exhibition of fast riding passed him and won by several yards. Wetmore was second, Janes third, and Potter fourth, the others not finishing. The time for the miles was 3m. 32½s.; 7m. 23½s.; 11m. 18½s.; 15m. 6½s.; 18m. 49½s.

The next race was mile heats, best two in three, for two prizes. The starters were Messrs. Wetmore, Root, Hathaway and North. North dashed away with the lead, and he and Root had a great race for nearly the two laps. On the turn of the second Root came up with, and after a hot brush, passed north, who slacked and let Wetmore also pass him. In that order the two finished, Root one hundred yards ahead of Wetmore, Hathaway riding easily, last. Time, 3m. 30½s. In the second heat, only Root and Wetmore started. Wetmore led from the start and to finish in a pretty race ridden out to the end. Time, 3m. 34½s. The third heat was almost a repetition of the second, Root again trying hard to head the Cuyahoga Falls man, but never quite reaching him. Time, 3m. 36s.

The third race was half-mile heats, best two in three. The starters were Messrs. Pugh, Janes, Biddle, Douglass, Hatha-

way, Potter and Avery. Pugh took the lead in both heats, and held it from first to last, Janes second, and Biddle third in both rounds. Time, 1m. 39½s., 1m. 40s.

The fourth race, half-mile without using hands, was won by W. H. Wetmore in 1m. 50½s., J. D. Pugh, second.

The half-mile tricycle race followed. Much interest centered in this race, as it was the first of its kind ever ridden in the West. There were three entries. J. H. Collister, C. W. Norman and F. T. Campbell. The race was a close one between Norman and Collister, the latter gentleman finally winning. Norman being second, and Campbell, back quite a distance, last. Time, 2m. 31s.

The last race was a mile consolation, one in which all members of the club not winning a race in this or previous meetings were compelled to enter. It brought out twelve starters, and was won by T. S. Beckwith in 3m. 26½s., the best mile time ever made in Cleveland. A. E. Sprackling was second, and H. Avery third.

Following the races, Mr. W. H. Wetmore gave a grand exhibition of fancy riding, after which the members returned to town on their machines.

PULLMAN, ILL., 21 OCTOBER. — Pullman A. A. games. Two-mile bicycle race, Crawford of Chicago, first; time, 7m. 30s. Five miles, Philbrick of Chicago, first; time, 18m. 37s.

PHILADELPHIA, 21 OCTOBER. — Fall field meeting of Young America Cricket Club, at Stenton. One-mile bicycle race, A. G. Powell, first, in 3m. 24s. Three-mile bicycle race, A. G. Powell, first, in 10m. 10s.

PHILADELPHIA, 23 OCTOBER. — Fall field meeting of the Pennsylvania University A. A. Two-mile bicycle race, J. P. Croasdale, first, in 7m. 17s.

PHILADELPHIA, 26 OCTOBER. — The bi-centennial races were held at the driving park on a half-mile track, and were the christening races on an excellent course. The first event was a club drill by the Capital Bicycle Club of Washington, Capt. Fowler, whose manoeuvres were finely executed and highly applauded. Following this was a mile race in three heats, won by E. A. Thompson of the Lenox Club in 3m. 9½s. The second event, a mile dash for novices, was taken by C. H. Chickering riding an 80 pound Star in 3.20, with B. G. Sanford of the Ixions, N. Y., on a regulation, second, in 3.24. The third event, a two-mile handicap, was entered by V. C. Place, scratch; E. A. Thompson, 100 yards; and W. H. Austin, 185 yards. Austin led in the first mile, but was overtaken by Place who closed the two miles in 6.50. The fourth event was a five-mile handicap, entered by Place, scratch; Thompson, 250 yards; Joseph Dyson, 400 yards; J. G. Burch, 400 yards; Oscar Kline, 450 yards; C. G. Wilson, 450 yards. Place gradually passed his competitors, completing the five miles in 16.58½. Place's time by

miles: 3.07½, 6.27½, 9.58, 13.30, 16.58½. The half-mile League race was entered by Messrs. Place, Dyson and W. W. Cole, the former winning in 1.30 with Cole second, 1.33½. The final event was a consolation race for beaten men, and was won by B. G. Sanford of the Ixions in 3.31. Between the heats were displays of fancy riding. Burt Pressey went through a series of remarkable acrobatic feats on his machine, a Star. After exhibiting two or three dozen different ways of riding backwards, forwards, sideways, and on one wheel he dropped his handkerchief, rode away about fifty yards, turned and, coming back at full speed, jumped off his machine, which he let go, picked up the handkerchief, ran after the bicycle and vaulted back into the saddle. Rex Smith, C. Fred Cope and Edwin Dubois, the latter a fourteen-year-old boy, also gave some remarkable exhibitions. The races were completed without an accident. The judges were E. W. Pope, Massachusetts Bicycle Club; F. W. Weston, Boston Bicycle Club; H. B. Hart, Philadelphia Bicycle Club, and W. E. Montelius, Rep. L. A. W. Timers, Fred. Jenkins, Manhattan Bicycle Club; F. S. Harris, Germantown Bicycle Club; Col. Geo. P. Eldredge, Dr. H. P. Lobb and E. B. Fox, Philadelphia Bicycle Club. Referee, H. C. Barrett. Scorers, W. Norman, S. Delbert, Jr., T. H. Wright. Clerks of course, Daniel Lees, Chas. G. Wright, Jo. Pennell. Starter, G. D. Gideon. The prizes were gold and silver medals. About 3,000 people witnessed the sports.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

The L. A. W. — Reorganization Needed.

MANY complaints are made, and justly, that the L. A. W. does not confer benefits upon wheelmen proportionate to the cost of its support. To most wheelmen it is a distant organization; its working parts and its beneficial powers are located far off; there are few immediate interests which it touches; the occasions in which its aid is most expected — to defend the legal rights of wheelmen — are few, and in some States wheelmen have all their legal rights freely accorded; while those things which the League might do, in return for the fees exacted, such as procuring information about the condition of all roads in every county where there is a club, and preparing route maps for tourists and club men, also taking immediate supervision and direction of fair exhibitions, club and other races, and preserving accurate records, easy of access and examination, to decide the status of riders as to their amateurship, are duties neglected and not performed. The majority of wheelmen, it is too true, receive absolutely no

tangible and immediate benefit from League membership as a return for their money. If they were to travel, tour, or become involved in a struggle for some legal right denied, then perhaps they would receive direct and important benefit from their League membership. But the great majority do *not* travel, tour, or become involved in legal difficulties. There are intangible benefits, such as the assurance of companionship, the promotion of bicycling, a great annual meet and parade which disseminate through those who attend a knowledge of the best machines, the latest improvements, the neatest and best uniforms, the style of the finest riders, etc. I am a firm believer in the great usefulness of the League, and the great importance of not only sustaining, but greatly improving and strengthening it. Still, I recognize the justice of the many complaints made against it.

Why is the League subjected to these complaints? Why does it not fully meet the expectations of its members? Is it because the League officers are negligent of their duties, or indifferent to the expectations of their constituents? If so, then all that is necessary to give the League energetic and useful life is the election of a new set of officers. But no thoughtful League member can possibly expect any great improvement from a change of officers. The League has had, perhaps, the very best officers which could be selected: men who have given their best energies, thoughts, and much labor to the interests of the organization. Its present officers are their worthy successors. It cannot be expected that we shall do much better in selecting officers than we have done.

I believe that the weakness and the failure are inherent in the organization. We have a machine wholly inadequate to perform, or even to attempt, the great work spread over a field so vast as to include a whole continent. The power of the organization is too far away from its work. Its machinery could very well operate over a territory no larger than a single State; but it is infinitely too feeble for a vast continent.

I believe that the only adequate remedy must be sought in a thorough reorganization; a complete revolution in organization and methods. I would take our political institutions largely for a model. In outline I would suggest this:—

That the League be made a national representative body; an elective body, like Congress, with its members chosen from the several States and provinces for stated terms, in proportion to the number of wheelmen in each State; that the duties of the League be all national; that its members (representatives) elect their own officers as at present; that its initials remain, as at present, L. A. W.

That each State or province organize a division; that this division have control within its State, under the higher authority of the L. A. W.; that the division be expected to exercise jurisdiction,

under the L. A. W. rules, over all races, exhibitions, and meets within its territory; to keep records of all its riders and periodically report to the L. A. W.; collect road and route statistics; prepare State maps, etc.; and perform such other duties as may be necessary within its jurisdiction.

That, under the sanction and authority of a State division, congressional districts, or other convenient territorial divisions, may organize bands, composed of the clubs and unattached members therein, exercising such delegated powers as may be conferred by the division.

That cities and counties, as at present, be organized into clubs, with their present powers.

An article in the BICYCLING WORLD is necessarily too brief to allow of sketching a constitution for such reorganization. Besides, if my ideas should be adopted, I should prefer to leave that work to a well-organized committee of the L. A. W. I can only briefly point to some of the advantages of this system.

The League would remain the L. A. W., with its badges and its power, the latter practically greatly increased by being greatly simplified. Its officers could then readily discharge all the duties expected of them, and infuse new life and energy downward through all the subordinate organizations.

The divisions would be named by States and provinces, and would appear at the national meets each by itself, with its own officers, bands, and clubs. The divisions would be near enough to each club to attend promptly to its interests, and furnish it with some adequate return for its money. The divisions would, through the bands and clubs, rapidly obtain information about the roads in each county, and prepare State maps and routes. Inasmuch as any legal questions touching the rights of wheelmen always arise under State or municipal law, a State organization (the division) is on the spot, knows the law and circumstances of the case, is most interested therein, and can deal with it with a promptness and thoroughness impossible with the L. A. W. The L. A. W. can, however, deal best with any patent-right, tariff, or other case under national law.

The officers of bands and clubs will be acquainted with, near to, and in full unison with, their State divisions. Even the election of division officers will excite the ambition and the interest of all members in the State much more nearly than the choice of officers of the national League. State divisions will largely vie with each other, and bands and clubs with each other also, when thus organized, in the active performance of their duties, and in seeing which can maintain the best and strongest organizations.

Under this system the club will be the unit of organization; thus preserving, if not increasing its importance. State and local pride will be aroused to healthful emulation; the number of honorable positions as officers will be in-

creased and brought nearer to the individual members, thus awakening their just ambition. Races will have a more immediate supervision. There will be division, band, and club championships. Some of the present jealousies which disturb the League will disappear. The cost need not be increased to members; the advantages may be greatly multiplied. PRESIDENT BATES.

The Amateur Question.

Editor Bicycling World:—Readers of your Currente Calamo this week are liable to form a wrong estimate of the influence of the Pope Manufacturing Company at the last meeting of L. A. W. officers. If the same readers should omit to follow attentively the long stenographic report in your next issue, they would very likely be misled into thinking first, that a bicycle club, presumably in Boston, is run by the Pope Manufacturing Company, and second, that said club was over-strongly represented at the recent meeting. Of course the Massachusetts Bicycle Club is referred to, but I fail to discover sufficient grounds to base either assumption upon in their case. I do not find among the club officers any person connected with that firm, partner or employee. A history of that club would no doubt reveal the fact that the Messrs. Pope were largely instrumental in its formation. The same gentlemen are probably still numbered with the club, but it is hard to see how they could well succeed in dictating to a membership of sixty intelligent men even if they desired to.* But how much influence did the *Massachusetts Club* wield in making a change in the amateur rules? I find that four members were present at the meeting. It is not known whether all voted for the amendment or not. The WORLD states that one at least opposed it in debate. Now, in the name of fairness, pay the officers of the League present in your city last Friday the modest tribute of being competent to own an opinion! You would not like to assume that these gentlemen took the trouble to leave their business engagements at home for the purpose of helping out the Pope Manufacturing Company or their corps of instructors who may wish to be recognized amateur wheelmen.† If it seems too much to expect of them to be governed by the merits of the question and by considerations of League advantage, why not let them down easy by drawing a natural inference such as this? Suppose each officer to have in mind a list of worthy acquaintances engaged in the illegitimate pursuit of selling bicycles and

*The great majority of a club of "sixty intelligent men" is apt to be too indifferent or too indolent to use its intelligence in many matters while one active, earnest and wide-awake man is generally a host in himself and captures the majority through its non-interest or laziness.—EDITOR.

†We believe that Mr. Parsons's personal popularity, combined with his active earnestness, and that Mr. C. E. Pratt's "silvery tongue" and plausible presentation of an absurd and wholly untenable interpretation of the amateur rule, did influence the fifteen intelligent officers who voted to change it.—EDITOR.

giving lessons to purchasers in the art of mounting their wheels and cockscrewing them around a fifteen by twenty floor. Obviously the selling and the teaching cannot be disconnected in these cases. For a bicycle customer expects to learn how to use his machine as much as the purchaser of a sewing machine does before he pays for it.† I need not occupy your space to dwell upon the high claims of these pioneers of our sport to the grateful remembrance of American wheelmen. Many of us have acknowledged to ourselves that when the amateur rule shall be strictly enforced the defection from the ranks of the League would be startling. The exodus would include not a few entire clubs, whose most valued fellow members were thus tabooed. As the rule has *not* been enforced, its chief value to the L. A. W. has been to preserve certain desirable relations with other similar associations. It remains to be seen how far the change will work to our disadvantage in the matter of races. Perhaps after a time the L. A. W. can better afford the experiment of shutting out its best workers. In the meantime we can safely admit such members as are not more objectionable than numerous "teachers" now in the fold, and rest assured that such teachers as are *properly* ineligible to membership, will be easily recognized by the special disqualifications named in the amended rule.

OFFICER.

WORCESTER, 28 October, 1882.

Haverhill.

Editor Bicycling World:—I wrote you a few weeks since *in re* cradle springs, and stated that as they were warranted, even if they did break, they could be replaced without extra cost. I found, on trial, that it was a rash statement, as the dealer of whom I bought would not make good my broken spring, as he had no warrant from Harrington. Another firm did not warrant the article or make good any breakage, yet they have replaced my Lawrence friend's spring *three* times—no cost to him except express charges. Still another firm wrote me, saying: "By their advice Harrington now makes the forward coil stouter"; as that is generally where the breakage occurs, and this improved "cradle" they warrant. So, brothers of the wheel, in buying that spring be sure and get your warrant, or you'll regret it.

I am now using the Premier spring, and like it much; find it fully as comfortable and much steadier on bad roads. The only fault is, that it takes you farther from your pedals; and to those who wish big wheels this is a serious point.

The League of Essex County Wheelmen held its last meet of the season at Beverly, 13 October, and made a grand

success of it. To be sure, this is only one of those small county affairs that don't amount to much,—so say the enthusiastic L. A. W. men (if there are any). But it is surprising how this little affair has waked up the bicyclers of Essex this season. Wheelmen from Salem, Marblehead and Beverly, report a very decided change for the better in club matters. Lynn was a little slow, but is coming out all right, so are most of the other towns in the county, excepting Haverhill. We're a queer lot here. Sandpapered roads might enthrall us into unanimity; but, alas, sand *without* the paper is all we have at present, excepting hills,—I almost forgot them, but we *do* have hills and some loose rocks.

Lawrence Bicycle Club again to the front with the best club long-distance record for twenty-four hours, 169 miles. How high is that ye men of the Boston and Massachusetts Club? And not only that, but they are to have a first-class "shindy" on the eve of 8 November. I've a friend at court, so am anticipating the highest kind of a time.

Our L. A. W. consul here can report better luck than his Missouri brother. He had a suit entered against him for spilled milk, damages \$500. Wrote V. P. Parsons about it, asking for information, in a short time received it, with Mr. Parsons's opinion—not officially—that the L. A. W. would help him if he saw fit to apply. The case hangs fire, but may come up in the March term of court; if it does, our consul means to apply to the League for its benefits and protection. By the way, does friend Senseney keep a file of the *WORLD*? If so, that would give him information and decisions on bicyclers *v.* park commissioners, and the whole tribe of stupid, timid, and ignorant drivers of horses.

"869."

HAVERHILL, 28 October, 1882.

Chicago Notes.

PERHAPS no more brilliant bicycling event ever occurred in the West than that of the races held under the auspices of the Pullman Athletic Association on the 21st inst. The splendid grounds of the association, covering the little island in Lake Calumet, were crowded with a fine audience, to witness a four hours' programme of athletic games, such as rowing, pedestrianism, and feats of strength and skill. Although the non-bicycling part of the programme was filled by the most expert amateur athletes in the West, yet the two and five mile bicycle races created twice the enthusiasm, and were the attraction of the afternoon. The two-mile race was won by Crawford, of the Hermes Club, with Valentine, of the Chicago Club, second; time, 7.30. The five-mile handicap was won by Philbrick of the Chicago Bicycle Club, with Sturges of the Hermes second; time, 18m. 37s. Thanksgiving-day races are to be given, under the auspices of the League Chicago Wheelmen, at the Exposition building. At a recent

meeting of the League Chicago Wheelmen, it was decided to request State Consul Fairfield to call a general meeting of all the bicyclers in Illinois at Chicago on Thanksgiving Day, and endeavor to merge the League of Chicago Wheelmen into a State League, subordinate to the L. A. W. After business is disposed of the races will come off. Commander Miller is now working the thing up. Mr. L. J. C. Spruance, who has been secretary of the Aerial Club since its organization, has retired from the cares of office, but was not allowed to long remain so, being elected to position of corresponding secretary of the League Chicago Wheelmen. The elegant 56-inch premier of Mr. Charles Kudner, Detroit, is now in possession of Mr. Ernest Mehring, of this city, and is the centre of admiration to lovers of fine bikes. Vulcanite handles may be very large and smooth, but they are also very brittle. Mr. Mehring allowed his handle to strike hard ground recently, and the vulcanite crumbled like so much chalk. A subsequent fall, in which the back wheel struck the ground heavily, broke the axle twice of the rear wheel, Æolus bearing, each side of the hub, as clean as if it had been cut with scissors. A walk-in from the country ensued. A Harvard handle bar will stand an immense amount of bending. Mr. Philbrick fell, in the Pullman races, and bent the handle bar of his new 61-inch Harvard flat against the fork, and yet it was straightened out all right without dent. We noticed a Harvard axle, in Mr. Jeffery's repair shop the other day for plating, that was made of iron, and yet it was straight and true. The Harvard is generally a good machine, but in some instances is put together carelessly—at least we have seen some cases where it was. It was decidedly in bad favor in Chicago until Mr. Conkling became connected with the sale of it, when it has become reasonably popular. The Yale is growing in favor greatly. Mr. Conkling's 61-inch Yale, that he has ridden all summer, more or less, stands the trial first rate, and there is, perhaps, no rider in the country so hard on a bicycle as he. As to the durability of this bicycle we have no doubt. The spokes are inclined to break quicker than the direct style, and there is considerable objection to the way they are looped through the hub and painted black, on the score of appearance only, the effect not being so neat as the direct way. Mr. Fairfield is inclined to think the rear wheel of the Yale is too liable to get out of true on account of the oval section backbone. Mr. Conkling's 61-inch is perfectly true, and so is the rear wheel of Mr. Valentine's 51-inch Yale, that has been used over rough roads for six months. The extraordinary lightness of this bicycle, combined with maximum rigidity, is its chief attraction, and possessing durability and a small back-wheel, is very popular in Chicago. To those who would criticize our preference on the latter point, we would say that it is the

† These points were all presented when the rule was adopted and the whole subject in all its bearings fully discussed and the rule as then interpreted, understandingly accepted, and although by specious reasoning at the late meeting it was made to appear as a hair-suspended sword to bicycle agents, "as such" not one of them could ever be professionalized under it. — EDITOR.

decided opinion of, we might say, every bicyclist in Chicago that the small back wheel is the best, by all odds; that the 18-inch wheel of the Columbia, Harvard, and Challenges is too large; that, without entering into the mechanical reasons therefor, it is the positive conviction generally that the big wheel is ungainly and unsteady; that the 17-inch size certainly has all the practical advantages of the 18-inch wheel any way, and has, in addition, a very trim appearance. The writer, after four seasons' experience, in which he has ridden successively a 46-inch Ariel with 20-inch back wheel, 50-inch Columbia with 18-inch rear wheel, and now a 54-inch D. H. F. Premier with 17-inch trailer, would, if he were to buy a new machine to-day, stipulate that a 16-inch rear wheel be attached thereto, for use on Chicago's velvet-smooth pavements and tortuous car tracks.

STENO.

Lawrence to the Front.

THE LONG-DISTANCE RECORD AGAIN BROKEN. — ONE HUNDRED AND SIXTY-NINE AND A QUARTER MILES IN 23H. 18M. — Capt. Webb of the Lawrence (Mass.) Bicycle Club, called a long-distance run for Friday, 27 October. Only three club men responded to the call, although half a dozen more wanted to go bad, but were unable to at this time; they are waiting for the next. The three members of the Lawrence Club, Capt. T. S. Webb, Messrs. D. B. Smith, and Natt. M. Cogswell, put up at Young's Hotel, Thursday night, expecting to get a few hours' rest and an early start Friday morning. But, alas! "man proposes," but "—." The noise of the city was too much for our *country* boys, and not a wink of sleep was obtained to prepare them for their long journey on the morrow. The party mounted, Webb on a 52-inch wheel, Smith a 54-inch, and Cogswell a 52-inch, started from Young's Hotel at 12.27 A. M., and wheeled *via* Brighton, the Newtons, Lower Falls, Wellesley and Natick, to South Framingham, twenty-one and a quarter miles; South Framingham to Public Garden, Boston, over the same road, twenty-one miles; Public Garden to South Framingham; again over same road, and return to Cottage Farms, forty miles; Cottage Farms to Gloucester *via* Cambridge, North Cambridge, Somerville, Melford, Malden, Saugus, East Saugus, Lynn, Swampscott, Salem and Beverly Farms, thirty-nine miles; Gloucester to Lynn *via* Beverly Farms Salem and Swampscott, twenty-two miles; Lynn Common to Everett Station and return, eleven miles; Lynn Common to Malden *via* East Saugus, Saugus and Melrose, ten miles; Union Square, Malden to Young's Hotel, Boston, *via* Everett, Somerville and Charlestown, five miles; arriving at the hotel at 11.45 P. M. Breakfast was obtained at South Framingham; on the second visit, dinner at the Essex House, Salem, on the way to

Gloucester, and supper at the same place on the return. Total distance, one hundred and sixty-nine miles; running time, 17h. 15m; rests, 6h. 3m; actual time, 23h. 18m.; average riding time per hour, 9.81 miles. This run was made without any training or previous preparation whatever. The boys returned in excellent condition and attended to their usual vocations both on the day before and after it was made. This, I think, is the longest American club run yet recorded.

M. D. C.

LAWRENCE, MASS., 28 October, 1882.

Portsmouth.

THE Rockingham Bicycle Club of this city had a very enjoyable run on Wednesday evening, 25 October. At the invitation of Capt. Hazlett, to celebrate the completion of his 10,000 miles, nine members of the club met at headquarters at 5 P. M., and started for the Dover Point House, about six miles away, on the road to Dover.

After a ride of forty-five minutes against a strong head wind, but over fine roads, abounding in beautiful views, we arrived at the hotel. Among the fine views on this road, one especially worthy of mention is that from Prospect Hill, from which can be seen the Isles of Shoals; eight miles out to sea beyond Portsmouth, the swift and beautiful Piscataqua River, with several villages along its banks and among the hills; the observatory on Garrison Hill, Dover; and in clear weather, the White Mountains.

While waiting the arrival of the invited guests, we employed ourselves playing cards in the parlor, "dancing in the barn," or enjoying the beautiful river view by moonlight. On arrival of the expected guests all adjourned to the supper table. We were fourteen in all — eleven Rockinghams and three Dovers. After supper the musical members gave an agreeable entertainment, and all joined heartily in the songs.

At ten o'clock the assembly was sound, and the start for home made at 10.10, where we arrived after a forty minutes run in the moonlight, which was almost as bright as day.

The run was made without accident, except the breaking of the head of the bugler's machine. Our young member, on his 40-inch wheel, accompanied us the whole trip.

It was voted the most enjoyable and successful run of the season, and the thanks of the club are due to our energetic captain for the many courtesies extended.

SEC.

Philadelphia Meet, 26 October.

IF Mr. Penn had continued his existence until the present he would have been a wheelman. Could he have seen nearly five hundred mounted men on as many of the popular two-wheeled vehicles, he could no. have refrained from joining the number. The Philadelphia men are not all Quakers, but they are a hospitable set

of fellows and hard workers to make a man enjoy himself. They did well; better, they covered themselves with glory. The affair, from the mount to the finish, was a signal success, and positively established the Quaker hospitality of our brother wheelmen. Joe Pennell and Gideon, Hart and Lewis of the Philadelphias, and the entire committee were alert to please the visitors, and their labors were made the more arduous by the excitement attending the city's celebration. The rendezvous at the Park afforded an opportunity for the exchange of greetings among the wheelmen, which was taken advantage of prior to the run. Shortly before eleven o'clock the bugle call was given to mount, and four hundred and eighty-three wheelmen rolled away over sand-papery paths, winding among the trees, over picturesque driveways, and now and then approaching the edge of the Schuylkill, which was swiftly flowing by. The scene was grand, and the opportunities which nature had furnished to make up a picture were completed with the animation of five hundred glittering wheels silently moving along in the sunlight. It was a novel sight. They would disappear behind a wooded glen and seem lost, only to emerge in the distance crossing rustic bridges. The run covered ten miles, and extended up one side of the river, crossing at the Falls, and down the West side to the Belmont mansion, after a leisure jaunt of about an hour. The following clubs participated: —

Capital Club, Washington, D. C., Capt Fowler, 28 men; Maryland Club, Baltimore, Capt. Trego, 22 men; Germantown Club, Capt. Wilson, 43 men; Philadelphia Club, Lieut. Fox, 22 men; Marietta Club, Marietta, Pa., Capt. Spangler, 12 men; Binghamton (N. Y.) Club, Capt. Clark, 3 men; Mt. Vernon (N. Y.) Club, Capt. Davis, 2 men; Manhattan (N. Y.) Club, Capt. Jenkins, 4 men; Albany Club, Capt. Burch, 4 men; Pennsylvania Club, Philadelphia, 16 men; Lehigh University Club, Capt. Packard, 4 men; Reading Club, 3 men; Haverford College Club, Capt. Bailey, 8 men; New York City Club, Capt. Conkling, 4 men; Connecticut Club, Hartford, Capt. Lawrence, 4 men; West Chester Club, Capt. Darlington, 3 men; Star Club, Smithville (N. J.) Capt. Hall, 35 men; Quaker City Club, Philadelphia, 30 men; Susquehanna (Pa.) Club, Capt. Hayward, 2 men; Citizens' Club, New York City, Capt. Beckwith, 2 men; Ixion Club, New York City, Capt. Egan, 5 men; Lennox Club, New York City, 2 men; Brooklyn Club, 1 man; Chelsea Club (Mass.), 1 man; Boston Club, Capt. Weston, 3 men; Kings County Wheelmen, Brooklyn, Capt. Fisk, 12 men; Massachusetts Club, Boston, 4 men; New Orleans Club, Capt. Hill, 2 men; unattached and from various clubs, under command of Capt. Ferguson of the Philadelphia Club.

The dinner was found ready, was entirely informal in character, and was served in excellent shape. During the

repat, the Boston men arrived, and on their entrance to the dining hall were greeted with a round of applause. President Pratt of the Bostons wittily responded, explaining their delay.

In the evening about one hundred riders, with nearly every lamp alight, rode to Bryn Mawr over a splendid road of eight miles, making a grand and novel sight to those who had the good fortune to see them pass.

TRICYCLING

Tricycling in New Haven.

THE tricyclists of New Haven had a good turnout on 23 October. They rode through the principal streets of the city, and finished on Howard avenue, after two hours of keen enjoyment. There was an immense crowd of spectators to witness the run, and some very fine riding was exhibited, thirteen machines being in line, including the American Roadster, the Ladies' Sociable, the Ladies' Single Victoria, and the Youth's Machine, for boys and girls. The roads were in splendid condition, with the exception of Crown street, where there was considerable mud, making it rather slow for the ladies; but all difficulties were conquered and the ride was accomplished with apparent ease.

The ladies here are getting very much interested in tricycling, and we hope that not very far in the future there will be hundreds of our sex riding on the streets of New Haven. Three of the roadsters had quite an exciting race on the avenue, and it is surprising what speed the machine showed. *LADY TRICYCLIST.*

THE EASE OF TRICYCLING.—There is an idea, by those who do not ride the tricycle, that the work of it is exceedingly fatiguing, and those who are seen riding receive often from the lookers-on anything but complimentary observations, with proffers of assistance as singular as they are uninviting. In point of fact, however, nothing is so easy as the work, when the art of working is mastered. It is easier than walking, it is easier than riding on horseback on the easiest horse that can be ridden. The peculiarity of the process of riding on the tricycle is such, indeed, that when once the art is obtained, much can be done, not only without fatigue, but with a sense of lightness and of relief from weariness, bodily and mental, which is positively refreshing. I can ride forty miles on the tricycle, experiencing, I can safely say, less fatigue than from walking ten, or from riding on horseback twenty, although I am a practised hand in both the last-named exercises all my life through, while I am a comparatively a novice on the tricycle.—*Dr. B. W. Richardson in the Cyclist.*

THE PACE OF TRICYCLING.—To those who consider that the tricycle is so much inferior on a journey to a bicycle, the following account of a run by Mr.

C. H. Larrette, of *Bell's Life*, may be interesting: The day after the late sports he left Spalding at 6.30 P. M., reached Peterborough at 8.45., and left at 9.05; breakfasted at Norman's Cross at 9.35, and resumed his journey at 10.45. Buckden was reached for lunch at 12.20 noon; time of stoppage, fifteen minutes. The next halt was one of thirty-five minutes at Biggleswade, and he "T'd" at Hitchin at 4.20, the operation taking an hour and a half. The only rests on the return journey were ten minutes at Digswell and twenty minutes at Barnet, and the Marble Arch was reached at 10.30 P. M. Total time, 16 hours; rests, 4h. 55m.; riding time, 11h. 5m., or an average of nine miles per hour. From Peterborough to Hitchin the pace was rather over ten miles an hour, a six-mile stretch being done under the half-hour, and one mile of this distance in 4m. 10s. Mr. Larrette was quite fresh when he finished his one hundred miles' ride. To those who do not know him, it may be interesting to mention that he has practically little or no power in his left arm.—*Cyclist.*

A CORRESPONDENT sends us the following tested and simple dodge for wheeling any ratchet-steering tricycle up-hill: "Make a piece of string fast to the fore part of the handle, taking a turn over the top to prevent it slipping; then pass it round under the fingers of the left hand, placed on the after part of the saddle or seat. Draw it tight, and make the other end fast to the after end of the steering handle in the same manner as before; it then forms a bridle, and an inch pull either way by the fore or little finger is sufficient to steer the machine.—*Tricyclist.*

NEXT year, Mr. A. Nixon of the London Tricycle Club, intends to ride a tricycle from Paris to Venice. Bicyclers have already nearly accomplished the passage of the Alps this season, the late season and snow storms alone having balked them.

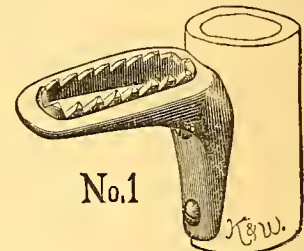
PHYSICS.—"Of course," continued Brown, "the tricycle is much easier to ride than the bicycle." "Oh, pa!" exclaimed the elder Miss Brown, "it must be much more difficult to keep three wheels upright than two." As Miss Brown has been to a finishing school, where they thoroughly exhausted natural philosophy, the young lady is undoubtedly correct.—*Exchange.*

SUING A BICYCLE RIDER.—On Wednesday of last week, a case was tried before Judge Charles H. Borden at Red Bank, N. J., which is of interest to bicycle riders. A farmer named Thomas Hines sued Henry Campbell, of the First National Bank, for frightening his (Hines's) team and causing them to run away and wreck the carriage. According to the evidence Miss Mary Hines was driving to her father's house, at Tinton Falls, when she met Campbell on a bicycle. The team became frightened, and when Campbell blew his whistle of alarm

Miss Hines lost all control over the animals, and they ran away, smashing the carriage and breaking the harness. Campbell refused to make good the loss, and Hines brought suit to recover damages. Counsellor Charles H. Trafford represented the plaintiff, and claimed that, according to New Jersey law, bicycle riders used the public highways at their peril, and were responsible for all damages arising from animals being scared at the sight of the machines. The defendant was represented by his brother, Corporation Counsel W. H. Campbell of Long Branch. He held that bicycles were recognized vehicles of travel, and that animals being frightened at them were accidents for which there was no redress. Judge Borden reserved his decision until Saturday, when he gave a verdict of \$25 damages for Hines. The case will in all probability be carried to the Supreme Court as a test case.—*Orange (N. J.) Journal, 20 October.*

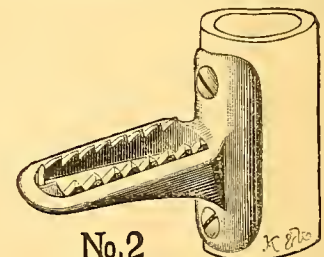
The "Harwood Safety Bicycle Step."

WE have before taken occasion to speak of this excellent and neat-looking step, and the inventor, Dr. G. F. Har-



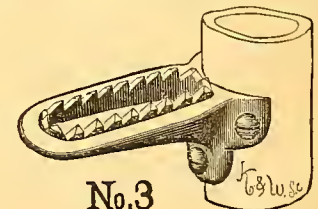
No. 1

wood of Worcester, has now furnished us with cuts of three different patterns for fitting to several of the bicycles most in use in America, No. 1 being for the



No. 2

Standard and Harvard, No. 2 for the Expert and Challenge, and No. 3 for the old pattern Harvard. The steps may be



No. 3

obtained of the Cunningham Company, Boston, and of Hill & Tolman, Worcester.

L. A. W.

AMATEUR WHEELMEN everywhere are cordially invited to join the League of American Wheelmen. The admission fee is \$1.00; or 50 cents for members of a club whose entire active membership joins, — provided such club has a rule in its by-laws to the effect that every member must be and remain a member of the League as long as he is a member of the said club. Make checks, drafts, or postal money orders for admission fees, payable to Kingman N. Putnam, 54 Wall street, New York, and address all communications in regard to applications for membership to him. Write names of applicants plainly, with first names in full, giving full address, and on one side only of separate sheet from letter of advice. Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made. Bicyclers generally should notice the names, also, and inform the secretary (confidentially) if any professional or otherwise objectionable person applies. Circulars, etc., regarding the League will be sent to any address on application to the corresponding secretary. Every member should endeavor to extend the influence and benefits of the League by inviting desirable bicyclers to join.

The rules of the League are given in full in the BICYCLING WORLD of 16 June, 1882, and may be obtained, post free, by sending ten cents to the office of the WORLD. It is important that every member should be familiar with these rules.

All League Clubs and unattached wheelmen should subscribe to the BICYCLING WORLD, which, as the official organ of the League, will contain all important notices to League members.

The "LEAGUE HAND-BOOK," containing list of members, directors, consuls, etc., can be obtained from the BICYCLING WORLD, 8 Pemberton square, Boston, Mass., or Kingman N. Putnam, secretary, 54 Wall street, New York, and will be sent postpaid upon receipt of fifteen cents.

APPLICATIONS.

Editor Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W.

STAR WHEEL CLUB.—Frank B. Parshley, president; Elbridge H. Corson, captain; Geo. L. Hayes, secretary and treasurer; Geo. G. Varney, — all of East Rochester, N. H.

HERMES BI. CLUB.—Additional: J. Heyworth, 1259 Michigan avenue; Frank Eldredge, 2236 Michigan avenue; L. Harvey, 1702 Prairie avenue, — all of Chicago, Ill.

BOSTON RAMELERS.—Additional: H. B. Smith, Ocean Spray; E. G. Whitney, 106 Dartmouth street; Ed. Sutor, Channey Hall.

UNATTACHED.—J. A. Stern, Ripley, Ohio; C. M. Beers, Hyde Park, Ill.; Charles H. Hayden, 149 Congress street; Edward H. Barnard, 57 Tremont street, — both of Boston, Mass.; W. N. Knapp, Middletown, N. Y.; Crawford Mason, 214 and 216 East 34th street, New York, N. Y.

In list of applicants from Nashua Wheel Club, 27 October, "Thomas E. McAfee" should be Thomas E. McAfee.

Resignation.

Mr. W. H. MILLER, President L. A. W.:

Dear Sir,—In view of the action of the board of officers in overruling and condemning the decision of the membership committee, a report of which has just reached me through the columns of the BICYCLING WORLD, I hereby resign my position as chairman and member of that committee; the resignation to take effect immediately. Very truly,

KINGMAN N. PUTNAM.

28 OCTOBER.

From the Corresponding Secretary.

Mr. W. H. MILLER, President L. A. W.:

Dear Sir,—As I have had no official report of the reception of my resignation as corresponding secretary of the League, I must again bring it to your notice and request that it be immediately accepted.

I am no longer in accord with the work of the League since its officers have seen fit to abolish the most important rule governing the eligibility of wheelmen to its membership, — a rule that was absolutely essential to keep its ranks free from the taint of professionalism and on a par with the B. T. C. and N. A. A. A. You may claim that the L. A. W. is strong enough to stand alone without any regard for its kindred associations; but my experience tells me that this cannot be. Any L. A. W. certificate of membership is no longer a guarantee of anything more than that its holder is able to pay \$1.00 per annum; and the League racing men will have to

seek other credentials of their amateurship to enable them to compete in any one of the many races given by the National Association and its associate clubs. In fact, if I were a racing man, my connection with the League would at once be severed as doing me, under the present rule, far more harm than good.

I have done a great deal of hard work for the League since the first meeting of wheelmen at Newport, and have tried to identify myself with what I considered its best interests since its birth; but now that this new spirit of progress (?) has sprung up and taken possession of its officers, I feel it incumbent upon me to step down and out, and allow some of the new life to take the place of the old fogyism of the corresponding secretary's office. Yours truly,

KINGMAN N. PUTNAM.

28 OCTOBER.

An Open Letter to the Members of the League of American Wheelmen.

Gentlemen:—As the readers of the BICYCLING WORLD well know, there has existed since last spring—and occasioned by the publication in the columns of the WORLD of a letter criticising the business methods of American manufacturers and importers of bicycles—a bitter feeling of hostility between the Pope Manufacturing Company and the publishers of the BICYCLING WORLD; in which feeling, however, the editor of the WORLD does not share and to whom it has been constantly a source of regret. His enthusiasm for and devotion to the cause of bicycling have made the task of editing a wheel paper an agreeable one, and although the position is far from being remunerative, he loves it, and is naturally jealous of his journal's reputation as a fair and impartial record and exponent of bicycling and its interests; and he is, moreover, jealous of its prerogatives, one of which is its integrity as the organ of the League of American Wheelmen.

According to Rule 37 of the League, "The board of officers shall be required through the corresponding secretary to publish from time to time in the official organ of the League, any and all action taken by them, whether as a board or committee, or as officials."

Just previous to the recent meeting of the board of officers, Vice President Parsons visited the office of the BICYCLING WORLD with a proposition that that paper share with the League the expense of a stenographic report of the proceedings—although it might be desirable to know who authorized him to do so. The proposition was declined, and for the following reasons: The BICYCLING WORLD had voluntarily borne the entire expense of stenographic reports of the first two or three meetings, and by arrangement with the corresponding secretary shared half the expense of the stenographer at the fall meeting of 1881. On the occasion of the officers' meeting in New York last spring the WORLD declined to pay any portion of the expense of a stenographer, the editor feeling that the financial condition of the League rendered it no longer necessary that it should be assisted in so small a matter, the whole cost being but \$20. The League furnished a stenographer for the annual Meet in Chicago, but the BICYCLING WORLD printed the report in full,

and sent a copy to every member of the League in the world whose address was furnished by the corresponding secretary. gratuitously, this extra expense amounting to about \$70, notwithstanding which, because it now declines to pay from seven to ten dollars for it, priority of publication is given another paper.

At the last officers' meeting, on motion of Mr. Parsons, it was voted that a stenographer be engaged and that a copy of the report of the proceedings be furnished any publisher willing to share the expense. On the following morning (Saturday, 21 October), the editor of the WORLD saw Mr. Parsons, and asked him when the report would be ready for publication, and Mr. Parsons said that the stenographer had promised to have it ready on Tuesday of the next week. He intimated, however, that as the WORLD had declined to pay for a copy, the officers had not designed furnishing it with one, to which, of course, the editor demurred, as being unjust to both it and the League, whereat Mr. Parsons said he would consider it. As the editor knew from previous experience that it was very likely to be in his hands later rather than earlier than that date, and as his paper must be all made up by Tuesday evening in order to have it out at the usual time, he wisely prepared a synopsis of the business proceedings from his own notes, and announced that the verbatim report would appear in the next issue. Subsequently the editor, by mail, directed Mr. Parsons's attention to Rule 37, which gives the officers no option in the matter, and on Monday a response was received from Mr. Parsons, stating that it was decided to let the WORLD have a copy "free of charge." On Tuesday, Mr. Parsons visited the WORLD office and informed the editor that a New York paper which had agreed to share the expense had telegraphed that it must be in hand Monday, and that he had directed the stenographer to prepare copies at once, and that the latter *not having time* to complete two copies, had sent the original transcript of his notes to the New York publisher! Up to the present time the WORLD has received no copy, and Corresponding Secretary Putnam writes that the only account of the proceedings he has seen was that in the WORLD of last week. The paper, however, whose publisher agreed to "share the expense," has just come to hand, and it contains a partial but noticeably incorrect verbatim (?) report of the meeting, and congratulates itself and its readers on its "enterprise"—whereas, in view of the facts, it would seem that the only real enterprise in the whole affair has been exhibited by Vice-President Parsons in his efforts to not get it published in the League's official organ.

So much for the facts. Now for the *animus*. You may wonder what the manufacturing company mentioned in the beginning of this letter has to do with the matter. You shall see. Neither from a business point of view nor from the standpoint of

human nature does the editor of the *WORLD* blame the Company's president for his hostility to the paper, but that the League may not unwittingly be made a catspaw of, it may be profitable to recall one or two events which followed the unpleasantness referred to. First, through the skillful manipulation of the club to which the president, secretary, and quite a number of the Company's employees belonged, the company led a strong delegation of that club (one of the oldest and most respected in the country) to Chicago to defeat Capt. Hodges, and which they succeeded in doing by a method anything but creditable to their club, and which put it to open rupture with another club, older and equally respected. This latter rupture had its effects, the manipulators of the former club again making a special and successful effort to defeat Capt. Hodges in the recent State election, and gaining for the Company a large control of the League in the State as well as in the national organization. Between Mr. Parsons and the editor of the *WORLD* the pleasantest relations have hitherto always obtained, and the latter in his criticisms has endeavored to deal gently with even what he considered the vice-president's manifest errors, and has ever refrained from referring to him but in the most friendly terms; but Mr. Parsons's hostility to Mr. Hodges seems now to have become directed to the *WORLD*, and when his paper is touched the editor is touched.

It is natural that the Company should desire to advance those publications which are in its pay and devoted to its interests; therefore it is not surprising that it should wish to have the official organship transferred to its New York publication (one more meeting of the present board of officers in Boston would doubtless accomplish it), and it is not probable that the publisher of the *WORLD* would make any strong effort to retain the expensive prestige possibly derived from it; but the editor most decidedly objects to the insidious and underhand method in which the attempt is made. It was on motion of Mr. Parsons that copies of the reported proceedings at the meeting be sold, and probably by prearrangement with the New York paper; and it was on motion of Mr. Parsons that copies of applications for membership to the League be furnished that paper; but those motions were fairly put and carried by the board of officers and on the surface were not objectionable.

Now possibly the board of officers had a legal right to sell copies of the report of the proceedings to other publishers, but it had no right to sell or give a priority of publication to any paper other than the official organ; and in withholding its publication in the official organ it is having the matter in charge have committed a grave misdemeanor, in that they have deliberately violated a rule of the League and failed to inform its members through the proper channel of its official actions.

Furthermore, the editor of the *BICYCLING WORLD* believes that this misdemeanor, if permitted to pass unnoticed, would have had the effect of injuring the official organ by discrediting it with the members of the League, and he therefore desires to here enter his personal protest against the action of the member or members of the board of officers who had charge of the publication of its proceedings. Fraternally,

WILLIAM E. GILMAN,
Editor Bicycling World.

[Since writing the above, a copy of the partial report of the officers' meeting as published in the *Wheel*, but revised in Mr. Parsons's handwriting, has been received. As it would delay the issue of the *WORLD* this week to now reprint this incomplete report, its publication will be deferred until next week, when it is hoped the full record will be in hand (as it should be already) and given in one issue. — EDITOR.]

Cycling Mems.

"ROUND and round the little ball goes; where it will stop nobody knows. The more you put down the less you take up.' How much these remarks, so often heard at country and church fairs, are applicable to that association of three-miles, is not for me to say, and yet the analogy is perfect, for it is certainly true that the benefits are very slight, and we pay our dollar but do not have our choice." So saith the c. c. of last week's mems.

"Now, look here, 'London W.' you might tell a beautiful story with a moral of how lawyers often have two opinions, one to coincide with the dictates of their own conscience, and another to correspond with clients' wishes.

"YOU might even go so far as to name one in particular who expresses openly his opinion as a man to his friends, and another for the shekels of his client."

WELL, so I might, but it won't do, my dear c. c. It won't do for "London W." to criticise; he appears in the role of "a snapper up of unconsidered trifles," and it would not be becoming to criticise too strongly the actions of members of the League.

I MIGHT tell a tale of woe — of injustice, of a perversion of brief authority, how prejudice and spite ran a race with honor and fairness, and won: but I refrain ere the words fall dripping from my pen; dripping with the gore of crushed and bleeding stalwarts.

BUT then, my dear "London," you could at least write a play, a tragedy, a drama. There is plenty of material. Just see, listen to me; there's the colonel, a glorious man for stage manager, or in fact, heavy tragedian, or door keeper with \$10 admission. Then who would make a better prompter than our own dear Charlie?

No, no, c. c. I am not the one for

this sort of thing. Do it yourself, and let me abide in peace. I want no part in it.

THANK you. "Chic." I never "shake," but I will match pennies with you, although I rather think it is Pit's turn to "set 'em up." Don't you?

PATIENCE and perseverance if kept up long enough will accomplish great things. Is it surprising then that Brother Pitman should have reached the goal he sought, and no longer shines with pristine brightness as a lone star, but appears in the milky way as a nonentity.

HE is happy and "looks happy." To walk the streets of the new Jerusalem, to lift his voice in anthems with the angels would be a small pleasure in comparison with being the winner in a race for a position in three miles.

FOR many long years Willie's "Zoe-trope, or wheel of life." has turned in a distressful and oscillating manner. But that is of the past; it has stopped — taken a header, so to speak, and landed Will among us again.

WELL, we are not sorry to see you admitted at the golden portals to which few apply and all are taken in.

WHATEVER envious Americans may think of Moore, they must admit that his criticism that they pay more attention to getting a bright machine than they do a good one is just.

I FEEL like saying cuss words, and think perhaps I do some times when I see a young man trying to look happy, and think he is having a good time working to shove fifty pounds of steel and rubber along our highways.

"LONDON W." is not so bigoted that just because he is an American he must ride an American machine when he can get a better one from England really as cheap.

Now don't get mad, Charlie, nor you either, Albert, because I know you mean well; but I don't believe you know what a real good bicycle is, from practice, and we don't want theory just now.

UNLESS it is to explain why the Colonel did n't learn arithmetic when he went to school.

YOU know we miss you, Charlie. We remember how steadily and well you used to ride in the good old days, when there was no League, and all was pleasant; and we feel for you. However, we do not blame you for not riding much, as we know your machine is "tremendous heavy." LONDON W.

CURRENT E CALAMO

THE next station is Washington.

PRESIDENT ARTHUR may yet become a bicyclist.

THE bicycle and skating rink in the Mechanics Fair building opened this week.

ON the nineteenth of last month, C. D. Vesey was to attempt on the Crystal Pal-

ace track to beat the one hundred-mile bicycle record.

MR. C. E. PRATT made an excellent photo. group of the League officers, a copy of which has been placed in the Boston Club rooms.

Now is the time for club captains to call runs to Washington, for 29 November. Which will be the first to call? and which will send the largest delegation?

PRESIDENT ARTHUR, GENERAL SHERMAN, the senators and representatives, the foreign ambassadors and legates and all the elite of Washington will personally review the wheelmen on the 29th inst.

THE only legitimate hundred-mile club runs are those officially called by captain, president or other officer in command, and those made by club members at private option, do not count to the credit of their clubs.

THE Lawrence wheelmen are preparing for an exhibition and ball at their city hall, next Wednesday evening, the exercises to include, among other things, fancy riding by Harry Tufts of Attleboro', and a club drill.

THE president of a turnpike company in the vicinity of Louisville has been asinine enough to warn bicyclers off his highway. We trust the Kentucky wheelmen will persist in rolling over or else will shut up his old pike, either of which things they are able to do.

MOONLIGHT runs were in order last week, and according to reports from clubs both local and distant, the order was well filled, the Bostons, the Ramblers, the Massachusetts, the Melroses, the Chelseas, and other clubs in this vicinity being out in good numbers.

THE Harvard College Bicycle Club seems to be waking up to the question of making bicycling and bicycle racing a feature of college athletics, and certainly they could have no more attractive one. The club indulged in a very successful and exciting game of hare and hounds last week.

DEAN rode Burt's Coventry Rotary to Chestnut Hill Reservoir, Saturday, with his club, and had no difficulty in holding his own with the bicyclers, mounting the hills with such apparent ease that a tricycle fever has set in among the boys, and a number have signified intentions to procure them.

IN Brentford, England, recently, a young rough who ran behind and caught hold of a tricycle while being ridden, but did no physical damage to either machine or rider, was fined three shillings and costs for assault on the latter, the judge ruling that the defendant's conduct might have resulted seriously.

THE Philadelphia papers generally pronounce the wheelmen's portion of the bi-centennial one of the most novel and interesting features of the celebration. And this seems to be the impression our great meets create everywhere. And,

wheelmen, look to it that our credit is splendidly sustained at the national capital.

THE Star Wheel Club of East Rochester, N. H., appears to be a live organization. The members all ride Star machines, and the captain, E. H. Corson, has just got a new 54-inch full-nickelled one. Another has just been returned from the makers refitted with a new flat-seated rim and tire, which our correspondent claims is an improvement.

MEMBERS of the League of American Wheelmen should endeavor to use some discrimination in complaining of the institution and lay the blame for any supposed shortcomings on the official management and not on the League itself. The League, we have always maintained, is objectively good and capable of becoming both beneficent and powerful, but in order to become so, prompt and energetic work is necessary on the part of all its officers, from the president down to each consul and representative.

A WRITER in an English contemporary accuses another of using slang in the word "cyclist." We do not consider the use of the word as open to this charge. As we call, for short, a bicycle rider a bicyclist or bicycler, and a tricycle rider a tricyclist or tricycler, so to designate a rider of both forms of machine the terms "cyclist" and "cyclor" seem to us eminently proper, and equivalents of our better term, "wheelman." "Biker" and "triker" may properly belong to the list of slang terms, yet even these often fit into English vernacular so nicely as not to be particularly objectionable.

WE wish to direct attention to the announcement of Messrs. Gormully & Co., in our advertising columns, and addressed to capitalists. Notwithstanding the recently stated result of the Pope-Harrington suit in New York, we still believe the Pope Manufacturing Company have no valid claim to their monopoly of manufacture under the "Lallement" patent, and that nothing but money and "bluff" enables them to maintain it. The Chicago firm claims to be in a position to back up all its statements, and we do not doubt it. The time is now ripe for capitalists to engage in bicycle manufacture here with profit, and without paying a cent of royalty.

CLINTON D. MILLER, a prominent wheelman of Akron, Ohio, and much esteemed socially and as a business man, while riding his bicycle on the track at Fountain Park, Thursday, 5 October, during the fair, in trying to avoid running over a little girl, was thrown from his wheel and struck violently upon his nose and forehead, rendering him unconscious for about twenty minutes. All the perceptible injury at the time was that his nose was badly hurt. Mr. Miller pluckily appeared on his machine on the track in the afternoon, and was at his store until the Tuesday following, thinking that he had escaped injury from the fall. But he was taken seriously ill with concussion of

the brain, and after an illness of nine days died.

THE Washington wheelmen are arranging for a grand meet and parade in connection with the forthcoming National industrial exposition in aid of the Garfield Monument Fund. The wheelmen's day will be Wednesday, 29 November, and it ought to draw the largest number of riders together yet seen in this country. The programme will include a parade over the splendid asphalt streets and past all the public buildings and points of interest, a review of the riders by the President of the United States, the general of the army and other dignitaries of our own and foreign countries, and racing and fancy riding, and it will be one of the greatest opportunities that has or is again likely to soon occur to bring bicycling prominently before the national government. Let all endeavor to go.

OUR recent fast young British visitor, Frank Moore, has got home, and on his arrival there allowed his tongue a handicap of about forty yards — which was a grievous error, for he failed to catch up with it by three-quarters of a second in telling about the Springfield race, and was way behind it in several other statements, especially when he mentions how astonished the Americans were at his performances. In view of the fact that he had hard work to beat the raw untrained lad of sixteen years, Hendee, by just one yard, at Springfield, and that another of his untrained and unskilled opponents, Place, had a previous mile time of 2m. 58³/₄s. to his credit, and that on a much larger track last winter, in Boston, another lad in his teens, R. P. Ahl, twice made his mile inside of 2m. 59s., the statement that Americans consider 3m. 20s. remarkable speed should be made only to very raw British marines.

ONE of the Washington mail collectors who tried the tricycle on his rounds saved half an hour on his usual time. It is thought at the Post Office that by using tricycles one man can do the work heretofore done by two. In the event of their adoption into the service, the benefits of frequent and speedy collections will be extended to every part of the city instead of being confined to the more thickly populated sections as at present.

GRAND RACES,
Club Drills and Fancy Riding,
FOR VALUABLE PRIZES,
WASHINGTON, D. C.,

Wednesday, 29 November, 1882,

FOR THE BENEFIT OF THE

GARFIELD MONUMENT ASSOCIATION.

For Circulars containing full details, send to Secretary Capital Bi. Club, Le Droit Building, Washington, D. C.

BICYCLE REPAIRING,
NICKEL PLATING AND PAINTING.

HARRY D. HEDGER,

28 1-2 Piedmont Street - - - BOSTON.

Rubber Handles for the Expert Columbia and British Challenge. Best English Cement, \$1 25 per pound.

First-Class Excellence and Moderate Price.

Specialty of unique Jewelry, Medals, Badges, etc., from original designs. Fine Monogram and Fancy Engraving. Estimates and Sketches furnished. Repairs of Fine Jewelry receive careful attention. Bicycle Medals of finest workmanship. Correspondence solicited.

L. L. PEDDINGHAUS,
329 CLINTON ST., BROOKLYN, L. I.



Patented in England and the United States.

BURLEY'S

ADJUSTABLE SKELETON SADDLE,

WITH GUARDED SIDES.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

Price, \$3.50. Nickel Plated, \$4.75.

Send money order or registered letter.

F. G. BURLEY,

Boston, Brighton District, Mass.

Or to The CUNNINGHAM CO., Odd Fellows' Hall Building, Boston, Mass.

THE AMERICAN STAR BICYCLE.
A SAFETY MACHINE.

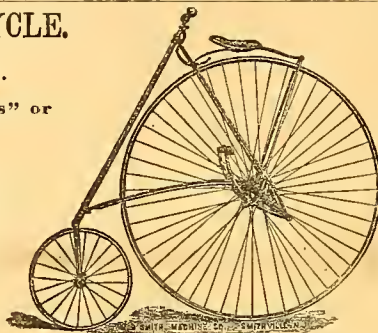
A Practical Roadster, Safe from "Headers" or Other Dangerous Falls.

The means of propulsion insure a continuous power without dead centres—a conceded advantage in making the ascent of long steep hills, or going over rough, muddy or sandy roads.

The machine is durably constructed and is not liable to get out of order; is easily managed and guided, and the rider sits erectly, there being no tendency to make the shoulders rounded.

For further particulars address the manufacturers,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



THE

"AMERICAN SANSPAREIL" ROADSTER,

Constructed for the ROUGH AMERICAN ROADS by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head, with 5-inch centres, is

The Strongest, The Most Rigid, and The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturmey, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold. Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

Every part on copper, except felloes, which are painted and striped as above. \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers, Franklin Building, Baltimore, Md.

Photo. of American Sanspareil and Sturmey's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cent

SPECIAL NOTICE
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